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The very brand for all
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MITSUI BUSSAN KAISHA, LTD.

The China Mail

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1845

TO-DAY'S DOLLAR — The
The closing rate of the dollar on
demand, to-day was 1/3 3/8.



Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician
13, Queen's Road Central.

No. 27,512

HONG KONG, THURSDAY, JUNE 12, 1930.

PRICE \$3.00 Per Month.

HORRORS OF SEA BLAZE

GHASTLY SCENES ON
PLEASURE BOAT.

TRAPPED BY FIRE MEN DIVE INTO SEA OF BURNING OIL.

Boston, Yesterday.
Ghastly scenes were enacted on the pleasure steamer Fairfax, which came into collision with the oil tanker Pinthis off Scituate, near here, yesterday.

The steamer was bound for Philadelphia, Baltimore, and Norfolk, and was crowded with holiday-makers from Boston. Many were girls and young men from factories; there were several families on board.

Whilst proceeding at half speed, owing to the thick fog which prevailed, the officer on the bridge suddenly saw a huge shape loom out of the void. It was too late to give an order. There was a tremendous crash, followed by the tearing of iron plates as the tanker's bows ripped a gaping hole in the Fairfax's side.

A Violent Explosion.
The steamer heeled over slightly and then righted herself. The passengers were filled with panic. The next moment there was a violent explosion in the hold of the tanker and flames and oil shot up in a vivid cascade, spreading on the water and surrounding both vessels, and falling as burning spray on their decks.

Pandemonium reigned on board. On the steamer women and children huddled themselves in the corners of the saloon and lay there shrieking. Men swooned or leaped overboard in sudden panic, only to be incinerated in the burning oil on the surface.

On the deck of both ships men were to be seen running to and fro with their clothing in flames. Some of the crew, maddened by the agony of their burns, flung themselves screaming into the blazing sea. Others fought bravely against the great odds and battled for hours with the flames and smoke. They picked up anything that lay handy and smashed in the doors and windows of the staterooms and dragged out the passengers, many of whom were overcome by the fumes. The women and children, most of whom had fainted or were unconscious, were lowered into the lifeboats.

Wireless Destroyed.
It was impossible for the Fairfax to send out an S.O.S. since the flames had long since reached the antennae of her wireless and melted the wires. The flames, however, were seen through the fog by another vessel, which, being unable to offer help, gave the position of the burning ship to the Gloucester, a small cargo steamer, which reached the site within three hours. She raced through the fog and drew alongside the Fairfax and, in spite of the great heat, managed to transfer the passengers from the pleasure boat.

It was a spectacle of great sadness to see the Gloucester returning to Boston with her decks strewn with moaning, half-demented men and women, covered with burns and fearful injuries, and followed by the blackened shell of the Fairfax, which managed to crawl behind on her own power, in spite of the hole in her bows.—Reuter's American Service.

Earlier News.
Boston, Mass., Yesterday.
An oil tanker has sunk with all hands in a collision off Scituate with the steamer Fairfax, the passengers of which have been transferred to the steamer Gloucester.

The tanker caught fire after the collision, the flames enveloping the Fairfax, and several of the passengers of the latter were severely burned.

A number of passengers jumped overboard in order to escape the flames, but at least eighteen were incinerated by the burning oil on the surface of the sea.

The tanker's name is unknown, but judging from its size, it is believed it had a crew of about forty.—Reuter's American Service.

WILL CHIANG KAI-SHEK RETIRE?

RECOGNISED AS THE ONLY
BARRIER TO PEACE.

OFFER TO WANG CHING-WEI

Shanghai, Yesterday.
The possibilities of a peaceful settlement of the present situation are now being seriously discussed at Nanking. It is stated that Chung Hsueh-liang and Li Chai-sum, the former Governor of Canton, have been urged to act as



Marshal Li Chai-sum.

peace makers. It is also reported that Yen Hsi-shan and Feng Yu-hsiang both declare that they only want Chiang Kai-shek's removal, and do not insist on the establishment of the Government at Peking.

Probably Wang Ching-wei, the leader of the left wing of the Kuomintang, will be asked to form a Government, in which case a number of the present officials will be removed.

It is reported that Chiang Kai-shek recognises his inability to settle matters by military means and has agreed to resign providing his troops remain intact under nominated Generals. Chiang Kai-shek is reported to have given up hope of winning the war following the severe defeat of the best of his troops at the Lunghai Railway yesterday. He recognises that the continuance of fighting may mean total annihilation. The changes may take time to eventuate, but Chiang Kai-shek's retirement is regarded in Nanking as the only hope of settlement.—Reuter.

Tsinanfu.

Peking, Yesterday.

The Northern leaders have not yet officially claimed to have occupied Tsinanfu. Apparently the position is that all the Nanking and Shantung troops, except those under General Han Fu-chu, have left Tsinanfu for the South as well as the representatives of Marshal Chiang Kai-shek. General Han Fu-chu is still negotiating with the Shanai leaders, and apart from slight skirmishes in the vicinity of Tsingcheng, opposite Tsinanfu, an armistice prevails on that front. An agreement is expected at any moment but it is uncertain whether General Han Fu-chu will join the Northerners, withdraw into private life, or retreat with his troops.—Reuter.

Other News.

Peking, Yesterday.

Foreign reports state that the Kwangsi troops captured Yochow on June 10, and have penetrated Hupoh and captured Tushcheng.

The Central Government forces have fallen back to a line thirty-five miles from Hankow.—Reuter.

Canton, Yesterday.

The 1st and 2nd squadrons of the Cantonese planes to leave for Hankow, is the order given to the Aviation Department of the 8th Route Army by the Central Authorities and General Chan Chai-long. Colonel Wong Kwong-pui, the director, is now busily engaged in making preparations for the departure of the planes. Colonel Wong will personally lead the machines to Hankow shortly. It is understood that Colonel Wu Chai-yu will take charge during the absence of Director Wong.—Reuter's American Service.

BREEZY PASSAGES IN COURT.

COMPLIMENTS HANDED OUT
ALL ROUND.

"SILLY AND FOOLISH."

More compliments were exchanged between Mr. Eldon Potter, and Mr. Hacker this morning at the Supreme Court before Sir Joseph H. Kemp, K.C. Counsel criticised a table of figures compiled by Mr. Hacker as a farce, and the latter partly replied "Yes, in the same way as I called you a fool yesterday."

Mr. Hacker has been under cross-examination for three days, and according to Mr. Potter the questioning will go on for another three days. Although many breezy passages were exchanged, both Counsel and witness did not show a ruffled temper.

The litigants in the case are Messrs. Anderson Meyer and Co. Ltd., who are suing the Hong Kong and Shanghai Hotels, Limited, for the recovery of \$25,383.20 in respect to the installation of refrigerating plants in the Peninsula and Hong Kong Hotels.

Mr. H. G. Sheldon, instructed by Messrs. Johnston, Stokes and Master, is appearing for the plaintiffs, whilst the case for the defence is being conducted by Messrs. Eldon Potter, K.C., and F. C. Jenkins, both of whom are instructed by Messrs. Deacons.

To Visit Peninsula Hotel.

When the case was resumed this morning, Mr. Potter informed his Lordship that as only half a day had been fixed for the hearing of the case to-morrow, he suggested that they should not sit at all and instead of that pay a visit to the Peninsula Hotel to look over the plant. His Lordship agreed.

Resuming his cross-examination of Mr. Hacker, Mr. Potter referred to a table of figures compiled by witness, and, basing his calculation on that, he said that he found that the average loss per day in the vegetable room was 9468 B.T.U.'s. Witness agreed that that was what he had provided for.

Mr. Potter: Now let us take the case of potatoes. We are entitled to store potatoes in that room, aren't we?

Mr. Hacker:—Yes.

The contractual temperature of that room is 34 degrees?—Yes.
The number of B.T.U.'s required to reduce a pound of potatoes from 90 degrees to 34 degrees would be arrived at in this way: First you take the sensible heat of 90 degrees and reduce it from the required heat, which would give you a temperature of 56 degrees. Now the specific heat of a potato is .08 degree, and you multiply this by 56. You will now get the answer 44.8, which is the number of B.T.U.'s required. Is that not so?—Yes.

Will you now divide that—44.8—from 9468 which you had provided, and will you not find that the answer is 211, which means that we cannot store more than 211 pounds of potatoes in that room in a day?—I don't agree with you.

But I am basing my calculations on your table?—Witness said that that would not be the right way to use the room.

Good Irish "Spud."

Pressing for an answer to that question Mr. Potter reminded witness that in a good size Irish "spud" he would not have more than 500 potatoes in 211 pounds.

Witness explained that to any man with the average intelligence, the right way to use the room would be quite clear. It stood to reason that nobody was going to put in 211 pounds of potatoes every day. If there was a load to be put into storage, the produce would have to be pre-cooled in the corridor, and what had been put into storage was not intended to accumulate. Certain quantity would have to be taken out every day for consumption.

Counsel asked witness if he had discussed that part of the matter with Mr. Brearley.
Witness replied that he had always thought that Mr. Brearley was a man of average common sense and being an engineer he should have known it himself.

Always Arguing.

Challenged as to whether he was right in his calculations, witness said: "Mr. Potter, you don't know at all what I know. We are always arguing." Witness further explained to the Court that he had provided for

REPARATION LOAN.

Subscriptions in British
Share Invited.

INTEREST AT 5 1/2 PER CENT.

London, Yesterday.
Subscriptions are being invited in connection with British portion of the Reparations Loan. The British share is £12,000,000, and that of Germany \$6,000,000 marks. Bonds are to be issued at £90, bearing interest at 5 1/2 per cent.—Reuter.

Rugby, Yesterday.
After discussions spread over many weeks, lasting until the early hours of to-day, the International Conference of Bankers in Paris reached an agreement regarding the first international loan to be issued under the Young Plan for the payment of German reparations. The amount of the loan is \$60,000,000. The British share of the loan is \$12,000,000.

A prospectus of this issue is available to-day. It states that the Bank of England is authorised to

SHOWERS PROBABLE.

To-day's weather report from the Royal Observatory states:
A depression covers W. and S.W. China.

Conditions are uncertain between Formosa and Luzon.
Forecast:—S. or variable winds; moderate to light; fine to showery.

Rainfall
Rainfall to 10 a.m. to-day 0.17 inch. Rainfall since January 1, 28.67 inches against an average of 29.43 inches.

Temperature and Humidity
The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	77	92
Macao	77	92
Pratas Island	84	98
Manila	79	92
Amoy	76	95
Swatow	79	79
Chefoo	67	74
Shanghai	70	74

receive applications for five and a half per cent. sterling bonds to bearer at issue price of £90 per £100 nominal. The loan will be redeemed by means of a cumulative sinking fund calculated to redeem the whole loan by June, 1960, purchased at or below par or by drawings at par.

The price of issue will be £90 in all countries except France, where it will be £98 in view of the fact that these bonds are to be tax free.—British Wireless Service.

U.S. Releases Loan.

The local sub-manager of the National City Bank of New York informs the China Mail that he has received telegraphic information from the National City Company, New York, that they have released a \$98,000,000 (U.S. currency) German Government International 5 1/2 per cent. Loan. The relative bonds are dated June 1, 1930, and are due June 1, 1965. This loan was released at \$90, and is a direct and unconditional obligation of the German Government. It is redeemable on June 1 of any year at \$100. Advance orders indicate that the issue will be oversubscribed.

that amount of B.T.U. losses for that particular room. He said that in the first place one would not find 90 degrees as the sensible heat in potatoes because this produce was never dug in the Summer but only in the Autumn. Furthermore, dealers were nowadays selling them in cold storage, and he never expected the Hotel people to buy their potatoes from small dealers who had exposed them to the heat for several days. If they did, he had only to say that the Hotel should get sensible men to handle their business.

Table "A Farce."
Counsel then took the instance of the fruit room and the cooling of pine-apples, again reminding witness that he would base his calculations on the table supplied. He said:

"Table 'A Farce.' Various Communist outbreaks have occurred in the native city in the last few days, but the situation is now quiet."

THREE Thuglins will remain in Hong Kong for the present.—British Wireless Service.

PIRACY GUARDS IN COLONY.

FIRST BATCH OF WHITE
RUSSIANS.

MARTIAL APPEARANCE.

[China Mail Special].
The first batch of White Russians recruited for service as piracy prevention guards on board ships have arrived in the Colony. They number six and are the advance party of a company of men recruited in Shanghai under the supervision of the Hon. Mr. E. D. C. Wolfe, C.M.G., Inspector General of Police, who is at present in the Northern port.

These guards, who will be attached to the Hong Kong Police, wear khaki uniforms similar to those issued to Chinese and Indian constables—shorts and shirts with black boots and puttees and khaki topped peak caps with the usual silver British Crown on them. They wear regulation Police "snake" hook leather belts with leather straps over one shoulder to support the revolver holster, and black revolver lanyards. On their shoulder straps are the letter "H.K.P." and they have numbers on the collars of their shirts, preceded by the distinctive letter "E".

With the advent of the Russian guards, the local Police Force now has five different contingents in service, each being distinguished from the others by a letter of the alphabet, thus: "A" British, "B" Indians, "C" Cantonese, "D" Shantung, and "E" Russian. The British contingent, with the exception of men on duty in the New Territories, have a distinctive uniform of white duck. The dress of the others are all similar with the exception, of course, that the Indians wear turbans. The two Chinese contingents wear khaki topees with their uniforms, whereas the Russians wear peak caps.

The batch of Russians at present in Hong Kong are obviously carefully chosen men, all in the vicinity of five feet ten inches in height, robust and unimpaired, and of a decidedly martial appearance in their simple but serviceable uniforms. They look quite capable of giving a good account of themselves in an emergency and should be satisfactory in the work for which they have been recruited.

ADMIRAL KATO.

Resigns from General
Staff.

Tokyo, Yesterday.

Admiral Kato, Chief of the Naval General Staff, has resigned. The Government has accepted his resignation.

Admiral Shoshin Taniguchi, Commandant of the Kure Naval Base, has been named to succeed Admiral Kato. Vice-Admiral Kichisaburo Nomura has replaced Admiral Taniguchi.

In authoritative circles it is believed that Admiral Kato's resignation removes him as the principal actor in the London Treaty controversy, and is the result of the Government's determination to replace him by an officer less implacably opposed to the Treaty.—Reuter.

ARRESTED AT PAWNSHOP

An unemployed Chinese, who has previously served two terms of imprisonment—two months in 1928, and three months last year—was at the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith, charged with the theft of a mat and a wrist watch at 13, Shanghai Street, to which he pleaded guilty.

Divisional Inspector Marks told the Magistrate that accused was arrested copying out of a pawnshop yesterday morning at 7 o'clock. He had the watch on his person, and a pawn ticket which related to the mat.

Sentence of nine months' hard labour was passed.

REDS IN AMOY.

Amoy, To-day.
Various Communist outbreaks have occurred in the native city in the last few days, but the situation is now quiet.

LAUNCH OF EMPRESS OF BRITAIN.

FASTEST LINER PLYING THE
TWO SEABOARDS.

PRINCE OF WALES'S SPEECH.

London, Yesterday.
The largest ship plying between any two ports of the Empire, the Empress of Britain, having a burthen of 42,000 tons, and 758 feet in length over all, was launched at Glasgow



Prince of Wales

to-day by the Prince of Wales for the Canadian Pacific. The vessel cost £3,000,000.—Reuter.

Linking the Empire.

Rugby, Yesterday.
The Prince of Wales to-day launched at Brown's Shipbuilding Yard, Clydebank, the new Canadian Pacific luxury liner Empress of Britain.

Proposing the toast of the Canadian Pacific Company at a luncheon following the launch, the Prince mentioned that the new liner would be the fastest operating and connecting the two seaboard of the Empire, adding, "the construction and launching of the Empress of Britain is an event of such importance in British shipbuilding and Empire shipping that I should have felt all wrong not to have taken part in to-day's ceremony, not only as Master of the Merchant Navy, but because I have very closely at heart anything concerning the welfare of Canada. This vessel may be considered in construction as the last word in shipbuilding and as regards her appointments she will have no rival. I note that, in addition to her squash-racket court, gymnasium, and swimming bath, which are luxuries now taken for granted on ocean liners, her fortunate passengers will have at their disposal an open air tennis court and Turkish and electric baths." Every modern contrivance for the comfort and safety of her passengers had been provided.—British Wireless Service.

Rival of the Bremen.
Although the secret of her engines is being rigidly kept, the Empress of Britain was described to a Press representative by an official of the Canadian Pacific Railway as being "extraordinarily fast."

She will prove a formidable rival of the Bremen, and in any case will set up a new Atlantic speed record for the journey from Southampton to Quebec will be made in five days or less.

When the Empress of Britain is put into service early next year Canada will be brought a day and a half nearer to Britain.

Turkish Baths.
Details given suggest that the liner will be one of the most beautiful as well as one of the most luxurious and comfortable vessels afloat.

With a tonnage of 42,000, she will be 20,000 tons larger than any ship now making the journey on the St. Lawrence River.
Among amenities provided for passengers will be:
Two stages where all kinds of theatrical and other performances can be given.
The cost of the new liner will be

AIR MAIL TO HONG KONG

AMBITIOUS PLAN OF
AIR MINISTER.

ARE WE BEHIND?

BRITAIN'S LACK OF
INITIATIVE.

London, Yesterday.
"Although we should be able to fly now from Britain to Hong Kong, we are doing practically nothing with aviation in Asia," declared Lord Thomson, Minister of Air, to-day. He was lecturing to the Central Asian Society in London on the development of British aviation in the Far East.

"Look at Soviet Russia," he added. "They are doing far more than anybody else."

He went on to say that they had made great strides in air transport across their vast territories. They had now 11,445 miles of airways, the most important link being between Moscow and Tashkent, which might be either a blessing or a menace. This link gave to Russia access to the whole northern frontier of Afghanistan.

"It is no use standing alone," emphasised Lord Thomson. "We must not refuse to co-operate with the other Powers." He instanced France. "France is planning to fly to Rangoon, then to Bangkok, Jurkon and Canton, and she hopes to do this with the co-operation of the British and the Dutch."

The lecturer, after referring to the existing air lines in China and Japan, stated that we had done very little in the past in the East and were doing less than the Americans now. He would like to see a great deal more activity on our part, although at the moment he was unable to make any constructive suggestions.—Reuter.

A Super Liner.

Rugby, Yesterday.
A British engine aeroplane, weighing when fully loaded approximately 13 tons and able to carry 43 people at 100 miles an hour, is soon to undergo its first flying trials. This machine is the first of a super fleet to be employed by the Imperial Airways on the main air lines. It will be driven by four engines developing a total of 2,240 horsepower, and has been designed and constructed by the Handley Page Company.—British Wireless Service.

[The French Government is now considering schemes for an international air mail system throughout France, in which railways, airways, and local Chambers of Commerce are to co-operate energetically. Another big French project is for a regular through air mail to French Indo-China. Some of the aspects of this scheme were discussed in August, 1929, when Mr. Laurent Eynac, the French Air Minister, met Lord Thomson, the British Air Minister, in conference in London. Complete unanimity prevails as to mutual French and British interests on a number of long-distance routes.]

CHARITY ABUSED.

Abusing the kindness extended to him by the Dor Dor Buddhist Association, Po Kong, by stealing two mosquito nets, Yau Hee (33) was at the Kowloon Magistracy this morning sentenced by Mr. T. S. Whyte-Smith to three months' hard labour. It was stated by Sergeant O'Connell that accused was hard up, and this insinuation had kept him for the past ten days.

His Worship pointed to the meanness of the larceny, seeing that the accused had told the Court that he was a clansman of the complainants.

Turkish baths.
Beauty parlours.
Violent ray installations.
Tennis courts of full size on top deck.

Squash racket court.
Cabins without private bathrooms attached will be unusual.

Mr. Frank Brankwyn is responsible for the decorations of the dining-room. Sir John Lavery for the ballroom. Mr. Heath Robinson for the cocktail bar. Sir Charles Allom for the first-class lounge and Mr. Edmund Dulac for the smoking-room.
The cost of the new liner will be

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All replies under this heading must be called for.

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WANTED.—Good Cook Boy. Must be over 10 years. Apply Box No. 655, c/o "China Mail."

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FOR SALE.—Motor Cycle and Side Car For Sale. Can be seen any time on the Island Side. Please Apply Box No. 655, c/o "China Mail."

TO LET

TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bed rooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Lu, 10, Des Voeux Road C.

TUITION GIVEN

CANTONESE AND MANDARIN LANGUAGE and characters TAUGHT by Mr. SHIU. Special notes and books. Twenty-three years' experience. Rapid progress ensured. Special explanations in English given to beginners. Particular coaching in pronunciation. Terms moderate. First class references. Numerous successes at examinations. No. 16, Wyndham Street, Top Floor.

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St. Telephone 20022.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, June 13, 1930,
commencing at 11 a.m.,
at their Sales Room,
Duddell Street.

A Quantity of Engineers' Tools
and Instrument, Silver and Nickel
Watches and Sundries.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hong Kong, June 9, 1930.

**ALEXANDER'S INSTITUT DE
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For the best Permanent Finger &
Marcel Waves, Hair Cutting and
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Pedder Bldg. 1st floor. Room 5
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WESTOVER—STEVENAGE. Within
an hour from London. In healthy
neighbourhood. SCHOOL FOR GIRLS
and SMALL BOYS. A few Boarders
received in the House of the Principal.
Individual care and attention. For
Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local,
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER,
(National Froebel Higher
Certificate).

Hotel Strathcona

VICTORIA, BRITISH COLUMBIA

Make this Hotel your headquarters
while visiting Victoria, B.C.
Ideally situated and within easy
access to all the famous Beauty
Spots in and around Canada's
Island Resort.

The Hotel where personal service
makes your stay enjoyable.

RATES MODERATE.**SPORT NOTICES****HONG KONG JOCKEY CLUB.****SIXTH EXTRA RACE MEETING.**

THE SECOND DAY of the
MEETING has been fixed for
SATURDAY, 14th June, 1930, at
2 o'clock p.m.

First Saddling Bell, 1.30 p.m.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 10th June, 1930.

COMPANY MEETINGS**THE HONG KONG TELEPHONE
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN
that at a MEETING of the
DIRECTORS of Hong Kong Tele-
phone Company, Limited held on
the 17th day of February, 1930,
a Call of \$2.50 per share was
made upon all the members hold-
ing shares upon which only \$2.50
per share has been paid and that
such call will be payable to the
Bankers of the Company, The
Hong Kong and Shanghai Bank-
ing Corporation at their head
office, No. 1, Queen's Road Central,
Victoria, Hong Kong, on the 30th
day of June, 1930.

By Order of the Board,

W. L. MCKENZIE,

Secretary.

COMPANY MEETINGS**PEAK TRAMWAYS COMPANY,
LIMITED.**

NOTICE IS HEREBY GIVEN
that the ANNUAL OR-
DINARY GENERAL MEETING
of Shareholders will be held
at the Hong Kong Hotel,
Hong Kong, on SATURDAY,
the 14th June, 1930, at 11
a.m. for the purpose of receiving
the Report of the Directors to-
gether with a Statement of Ac-
counts for the year ended 30th
April, 1930.

The TRANSFER BOOKS of the
Company will be CLOSED from
MONDAY, the 9th day of June,
to SATURDAY, the 14th day of
June, 1930, both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 4th June, 1930.

**INDO-CHINA STEAM NAVA-
TION COMPANY, LIMITED.**

THE FORTY-NINTH ORDIN-
ARY GENERAL MEETING
of the Company will be held at
the Offices of the General Man-
agers, Messrs. Jardine Matheson
& Co., Ltd., Pedder Street, Hong
Kong, on WEDNESDAY, the 18th
June, 1930, at Noon for the pur-
pose of receiving the Report of
the Directors, passing the Ac-
counts, and electing Directors
and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
the 11th June to 2nd July, 1930,
both days inclusive.

By Order of the Board,

**JARDINE, MATHESON &
CO., LTD.,**

General Managers.

Hong Kong, 28th May, 1930.

**SINGAPORE SHOOTING
TRAGEDY.****MANDORE'S FATAL
MISTAKE.**

Singapore, June 2.
A midnight boating excursion by
three Royal Engineers attached to
the Military Base at Changi on
Saturday culminated in a distress-
ing tragedy when one of the party,
Sapper Awberry Elmer, was shot
dead by a Boyanese civilian. The
fatality occurred at Mr. J. A.
Elias's premises at Pasir Ris,
Changi.

It appears that late on Saturday
night Sapper Elmer, in company
with two other sappers went out
boating. Everything went well
until about one o'clock when the
boat capsized some distance from
the shore opposite Mr. Elias's pre-
mises. Being unable to swim, one
of the party got into difficulties,
and by the time he was dragged
ashore by his two friends he was
in a thoroughly exhausted condi-
tion. The night was pitch dark.

The three Engineers, according
to the Malaya Tribune, then went
in search of help and eventually
hit upon the married coolie lines
situated at a few hundred yards
from Mr. Elias's seaside residence.
They knocked at the mandore's
quarters and finding no response
continued to bang at the door.
The mandore, thinking that thieves
were at work, is reported to have
fired in the air with the intention
of scaring the intruders away.
The banging is said to have con-
tinued, however, and fearing that
the door would be broken open the
mandore discharged his double
barrelled shot gun through an
aperture in the door, hitting Sap-
per Elmer full in the chest and
killing him instantly.

Elmer's two companions ran to
the Changi Police Station and re-
ported the matter. The police
promptly went to the mandore's
quarters and arrested the man-
dore. Elmer was found lying dead
where he was shot, just outside the
door.

The tragedy had a sequel in the

BATHING COSTUME:—

Viking,
Hollywood,
Ocean,
etc., etc.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.



Second Court this morning when
the Boyanese mandore, Ahmat bin
Ali, was charged with murder and
released on bail of \$2,000.

The accused has been in Mr.
J. A. Elias's employ for the past
25 years. Mr. Elias's residence
was unoccupied at the time.

SAMAR COUNCILLOR.**Fined for Assaulting a
Revenue Officer.**

Manila, June 6.

For assaulting an internal re-
venue officer while performing his
official duties, Emilio C. Bacuetes,
municipal councillor of Calbiga,
Samar, was fined P.25 by the
justice of the peace court and im-
mediately suspended by the pro-
vincial board from his office. His
final dismissal was likewise re-
commended.

It appears that on the afternoon
of April 30, Bacuetes assaulted E.
G. Chicano, internal revenue
officer, because the latter found
Felipe Uy Guam, a Chinese mer-
chant and friend of the former
guilty of violating the revenue
law.—Manila Bulletin.

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Dangerous
Colds & Chills

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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
M.V. "FUSIYAMA"	June 24	June 24
M.V. "HILDA"	July 9	July 9
M.V. "MONTE PIANA"	July 24	July 24
M.V. "COL DI LANA"	July 1	Aug. 8
M.V. "MONCALIERI"	July 17	Aug. 24

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SHIPPING SECTION.

WHITE STAR LINE COMMANDERS.

CHANGES IN "THE BIG THREE."

The continued indisposition of Commodore W. Marshall, of the White Star Liner Majestic, has necessitated certain changes in the White Star "Big Three." On June 28 Captain E. R. White, of the Olympic, will assume the command of the Majestic, and the Olympic will be in charge of Capt. C. E. Warner. Captain Warner's former ship, the Homeric, will be commanded by Captain J. B. Bulman, who assumed his new appointment when the steamer left Southampton recently.

Miss J. C. Ballard, Mr. and Mrs. P. P. Bartley and son, B. M. Armstrong, J. E. McKenna, H. M. Stewart, Mrs. A. L. Gomez, Miss C. Lowder, Mrs. M. May, W. F. Lemon, Mr. and Mrs. P. Parsan, Mrs. R. E. Blakenly, E. W. Hazzard, Mrs. E. Boyd, G. Fahnestock, Comdr. D. Russell, Miss T. Bartley, Roscoe Hambleton, Otto H. Ochs, Ju Johnson, L. R. Miller.

Per s.s. Antenor for United Kingdom via ports on June 11:—R. G. Edgell, M. Graham Brash, Mrs. Allen H. Stewart, Mrs. I. Yansen, Miss E. Yansen, J. Frankel, Mr. and Mrs. E. Cock, Mrs. L. Green, J. L. Palmer, Mr. and Mrs. C. Blizard, Major and Mrs. N. C. Bennett, Mrs. R. Neckelman, Mrs. Adams and

OPIUM TRAFFIC.

Smugglers on a Steamer.

Three Chinese opium smugglers were arrested by Revenue Officers yesterday, on the arrival of the s.s. Chengtu from Pakhoi.

The men, who travelled on the ship as passengers, were found to have raw opium cunningly concealed but none of their "tricks" was new to the experienced Revenue men.

They were charged before Mr. A. W. G. H. Grantham at the Central Magistracy to-day and were fined heavily.

One man, who had 176 taels of the drug concealed in the false bottoms of two baskets, was fined \$5,000. The second man was fined \$2,000 for possession of 75 taels concealed in the false back of a box. The remaining man concealed 45 taels on his person, tied round his two legs and tucked in his waist band. He was fined \$1,500.

N.Y.K. LINE

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TATSUTA MARU	Thursday, 19th June.
ASAMA MARU	Thursday, 3rd July.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
MISHIMA MARU	Friday, 20th June.
SIBERIA MARU	Saturday, 5th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
FUSHIMI MARU	Saturday, 14th June at 8 a.m.
HAKOZAKI MARU	Saturday, 28th June at 7 a.m.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Tuesday, 24th June.
HONBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Friday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ROKUYO MARU	Friday, 29th June.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAMAKURA MARU	Tuesday, 1st July.
NEW YORK, BOSTON via Panama.	
TATSUNO MARU	Wednesday, 26th June.
LIVERPOOL via Port Said, Suez (Constantinople), Genoa.	
DURBAN MARU	Sunday, 20th July.
CALCUTTA via Singapore, Penang & Rangoon.	
MALACCA MARU	Sunday, 15th June.
TOKUSHIMA MARU	Sunday, 29th June.
SHANGHAI, KOBE & YOKOHAMA.	
AKI MARU (Nagasaki direct)	Wednesday, 18th June.
BINGO MARU (Moji direct)	Friday, 20th June.
HARUNA MARU	Monday, 23rd June.

† Cargo only.
For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 36291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
ANDES MARU	Thursday, 12th June.
ALTAI MARU	Saturday, 12th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
RIO DE JANEIRO MARU	Friday, 13th June.
MONTEVIDEO MARU	Friday, 18th July.
BOMBAY—Via Singapore & Colombo.	
SUMATRA MARU	Thursday, 19th June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Monday, 7th July.
CALCUTTA—Via Singapore, Penang & Rangoon.	
TACOMA MARU	Wednesday, 18th June.
MADRAS MARU	Wednesday, 2nd July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
AFRICA MARU	Friday, 1st July.
MELBOURNE—Via Manila, Brisbane & Sydney.	
BRISBANE MARU	Sunday, 6th July.
HAIPHONG—Via Hanoi & Pakhoi.	
MENADO MARU	Friday, 12th June, 10 a.m.
NEW YORK—Via Japan ports & Panama.	
KINAI MARU	Sunday, 29th June.
JAPAN PORTS.	
BORNEO MARU	Friday, 13th June.
KEELUNG—Via Swatow & Amoy.	
HOZAN MARU	Sunday, 15th June, 3 p.m.
TAKAO—Via Swatow & Amoy.	
KEELUNG.	
SOURABAYA MARU	Friday, 11th July.

For further particulars please apply to:—OSAKA SHOSHA KAISHA.
Tel. 28051. W. TAKEUCHI, Manager.

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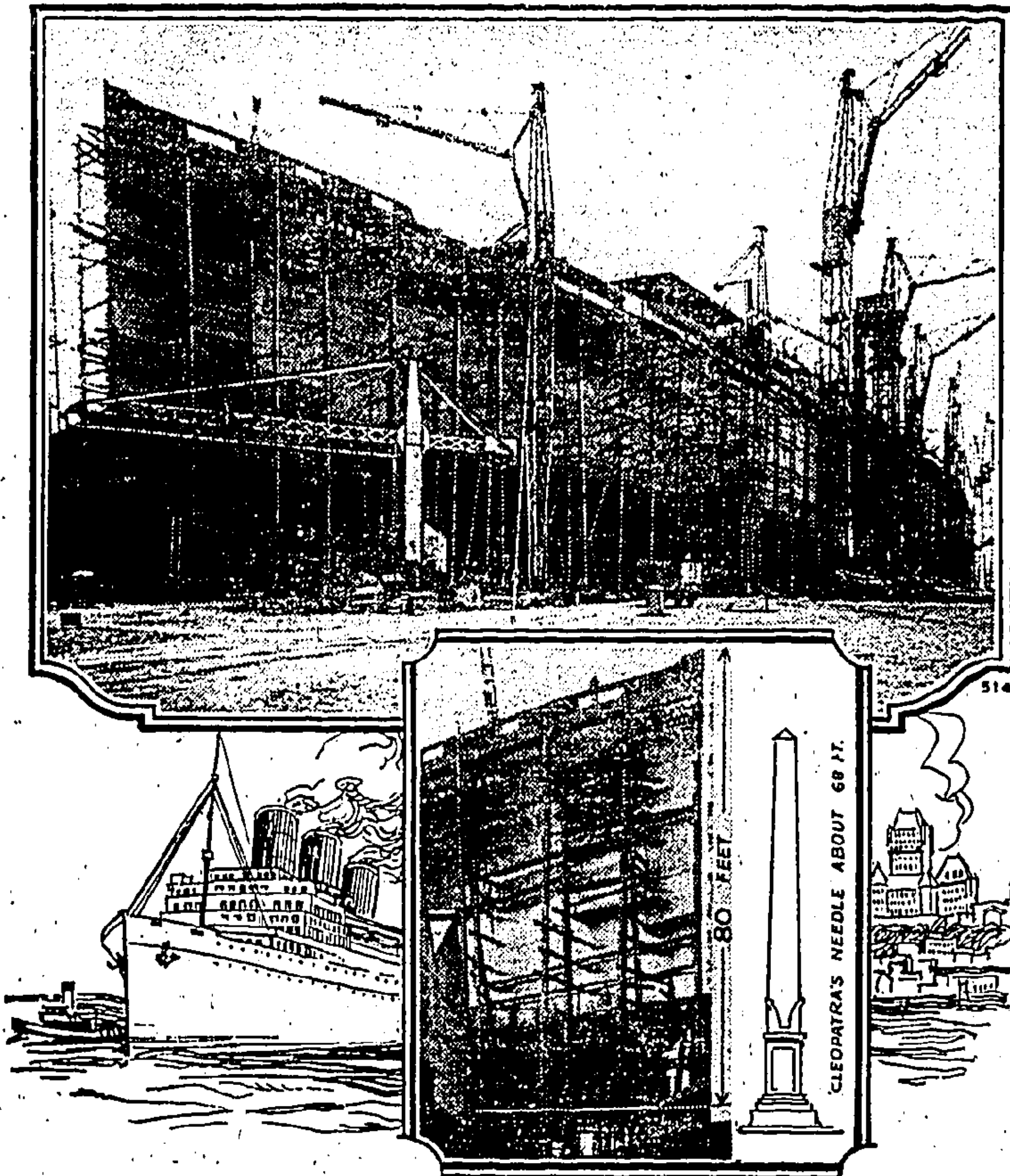
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THE AMERICAN EXPRESS CO., INC.

4 DES VOEUX ROAD CENTRAL.

Hong Kong.



The new Empress of Britain, which was launched by the Prince of Wales yesterday. See cables on page 1.

Captain White was born in 1871, joining the White Star Line in 1898, and his commands have included the Bardic, Medic, Megantic, Baltic, Homeric and Olympic, to which latter he was appointed in December, 1929.

Captain Warner joined the White Star Line in 1927 as commander of the Calgaric, and has since had charge of the Albertic, Baltic and Homeric.

Captain Bulman entered the White Star service in 1899, and has commanded the Tropic, Persic, Arabic, Runic, Laurentic and Homeric.

In succession to Captain J. Bulman, Captain W. Quinn was in command of the White Star Liner Arabic when she left Liverpool for Boston and New York recently.

Captain Quinn was born in Cumberland in November, 1877, and joined the service of the White Star Line in 1902, as a Junior officer, in the Havertford. For some years he was chief officer on board the Olympic, Homeric and Cedric, and was later given command of the Runic, in which steamer he arrived from Australia and South Africa recently.

PASSENGER LISTS

ARRIVALS

Per s.s. Changta, from Australia on June 8:—Col. and Mrs. B. Orames, Miss R. Orames, Mrs. E. R. Blakeney, Miss Blakeney, Mr. and Mrs. F. P. Bartley, son and daughter, W. Wells, C. Watts, R. C. Edgell, H. M. Stewart, Miss L. Holme, Mrs. C. Roy Stanley, E. Graendsen, Capt. J. Robinson, H. Ludhring, Miss A. Hansen, W. R. Hartley.

DEPARTURES

Per s.s. President Jefferson for Seattle via ports on June 11:—Miss D. C. Avery, Dr. A. L. Gomez, S. Gieseler, Mrs. J. S. Martin, R. W. Peters, J. L. Myers, Misses R. and B. Parsons, Miss F. E. Blakenly, A. Henderson, C. C. Fahnestock, A. A. Frankel.

Infant, Mr. and Mrs. W. E. Beckley, Miss H. Beckley, Dr. and Mrs. S. A. Burn, F. Cowherd, Miss Foulds, Mr. and Mrs. F. S. Gibson, E. B. C. Hornell, G. Marshall, Mrs. G. Mayne and two sons, Mr. and Mrs. J. Lennox Thomson.

ALL-WHITE LINE.

The Royal Mail liner Atlantis, which has been converted from a mail passenger liner to a luxury cruising yacht, is an all-white ship. Her hull is painted white, and her accommodation is modern and ample, as well as comfortable.

She has the largest gymnasium of any vessel afloat, and a big swimming pool, which is the centre of the sun deck.

Tennis Courts.

Round it cane lounges and chairs will enable passengers to take a sun bath and cocktails after their swim.

It will be known as the Lido swimming pool. Hot and cold running water is in every room, and there are 43 cabins with bathrooms attached. There is a ball-room and three tennis courts on board, an American cocktail bar, and a card-room reserved for men only.

The dining saloon is big enough to seat all passengers at one sitting. The Atlantis is an oil fuel-burning liner.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Asia arrived at Nagasaki on June 11 (Wed.) at 9.30 p.m., left Nagasaki on June 12 (Thurs.) at 6 a.m. and is due at Shanghai on June 15 (Fri.) at 1 p.m. She leaves Shanghai on June 14 (Sat.) at 11 a.m.

The Ben Line s.s. Benary from Europe and Straits left Singapore for this port on June 11, and is due to arrive here on June 16. The s.s. Ceylon (Swedish East Asiatic Co., Ltd.) left Hamburg on May 9, and is due here on or about June 25.

WARSHIPS IN PORT

The following British warships were in harbour yesterday:—

Tamar—Basin.
Bruce—Basin.
Stormcloud—North Arm.
Somme—North Arm.

Foreign.

Adamastor—Portuguese cruiser.
Helena—American gunboat.



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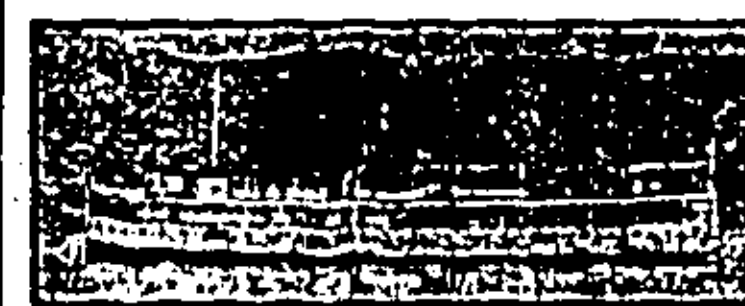
Follow the lead of experienced travellers and go the Canadian Pacific way.

Next Sailings to Pacific Coast

EMPRESS OF ASIA	JUNE 25th.
EMPRESS OF CANADA	JULY 10th.
EMPRESS OF RUSSIA	JULY 23rd.

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BRITISH WUCHOW LINE



JUNE SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,008 tons—Capt. Trotter.]

JUNE.

THURS. 12th MON. 23rd

TUES. 17th SAT. 28th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

JUNE.

SUN. 15th WED. 25th

FRI. 20th MON. 30th

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FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" will sail from Colombo 10th Aug.

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UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF CORINTH" London, Rotterdam & Hamburg 9th July.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF BOMBAY" 10th July.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE AMERICAN & ORIENTAL LINE
M.V. "OAKBARK" 8th July.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINROW" 4th August.

Loading for Mauritius, Benin, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, So. Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luders Bay, Walvis Bay and Madagascar.

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QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From	Destination
ALIPPORE	5,273	18th June	Straits, Colombo & Bombay.
RANPURA	16,501	21st June	Bombay, Marseilles & London.
LAHORE	5,304	28th June	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMA	9,128	5th July	Marseilles, London, Hull, Rotterdam & Antwerp.
MOREA	10,954	19th July	Bombay, Marseilles & London.
JEYPORE	5,318	26th July	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.

* Cargo only. † Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,049	21st June	Singapore, Penang & Calcutta.
TALMA	10,000	26th June	Singapore, Penang & Calcutta.
SHIRALA	7,441	5th July	Singapore, Penang & Calcutta.
TAKIWA	7,336	14th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	4th July	Manila, Sandakan, Thursday Island.
NELLORE	6,853	3rd Aug.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	15th Sept.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as convenient offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOOREA	10,954	20th June	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,336	25th June	Amoy, Shanghai, Moji, Kobe & Osaka.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	8th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	10,568	18th July	Shanghai, Kobe & Yokohama.
TILAWA	10,000	19th July	Amoy, Moji, Kobe & Osaka.
TALAMBA	8,018	29th July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	1st Aug.	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	10th Aug.	Shanghai, Moji, Kobe & Yokohama.
MANUVA	10,946	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,950	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	10,610	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	10,650	6th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls at Tsingtau & Wei-hai-wei.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Hong Kong, April 1, 1924.

"STEAMER DAY."

When the Bridal Ship Comes In.

ANGRY LOVER.

Mombasa, East Africa.
Shortly before "steamer day," when the mails are due from home, the floating population of Mombasa is increased by one or more self-conscious young gentlemen from "up country," who drift aimlessly about the hotel of their choice with the nervous expectancy of a small boy on Christmas Eve. They cherish a great and joyful secret. Any doubt as to the mission of these anxious individuals is effectually removed when they issue orders to be called at daybreak to meet a ship that cannot possibly liberate its passengers before nine or ten o'clock. The hardened old cynics of the East African coast nod grimly to each other and say, "More bridegrooms."

There must be very few bachelors left in Kenya, judging by the steady importation of brides from home. Hardly a liner comes out of London river or Southampton Water without at least one on board. They are bound for the "shumbas" (farms), where coffee, sugar, or sisal is grown, or a little flat in Nairobi or Mombasa, or the modest bungalow of a budding administrative officer in some remote district where country clubs and golf are still luxuries of the future.

"Steamer day" is also wedding day. The bridegrooms make arrangements for the ceremony to be performed within a few hours of the arrival of the bride. She comes ashore as soon as the immigration officials have "passed" the ship and is piloted by her future husband to his hotel, where she puts the finishing touches to her wedding dress. They drive off in a taxicab with their "seconds" to the Anglican or Roman Catholic cathedral, or if a civil wedding is desired to the "Boma," the office of the Provincial Commissioner, and the ceremony is performed with smoothness and celerity.

Then back to the hotel or to the club, where the bridegroom has assembled his local friends and ship-acquaintances of the bride join in the usual toasts. Luncheon in the dining-room, watched with sympathetic interest by the brides of other days. Then off to the little wooden railway station to take the afternoon mail train into the wide, open spaces of Kenya or Uganda.

Occasionally a bride brings with her the conventional wedding-gown complete with veil, and she embarks upon the sea of matrimony in full state. The majority, however, are married in a simple day costume. The bridegroom is in "whites" or an ordinary lounge suit. A morning coat has no place in East Africa.

The four-weeks voyage of the bridal ship from home sometimes involves unexpected complications. Not every engagement withstands the strain of new friendships on the high seas. The cynics of Mombasa have seen more than one romance crash when the bridal ship has docked at Kilindini; others have only survived after a dangerous crisis. The bride who discovers that she does not know her own mind or that she prefers a ship-sweetheart to the one on shore is distinctly in the minority, but she does exist.

One eager bridegroom went aboard the ship of his dreams to find the lady tearfully determined not to marry him. She had met someone she loved more. The jilted man accepted the situation with rare philosophy; asked to be introduced to his successor in the lady's affection; said to him, "I am well out of a bad business"; and asked him to luncheon. He saw them married and went back to his "shamba."

Another lover, less philosophical, when informed by his bride that she "wanted a few days" to think things over, merely asked: "Have you been fooling about in the ship?" The lady admitted reluctantly that to some extent this was true. The man immediately sought out his rival, found him on deck, and said to him: "Did you

BLUE STAR LINE

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S.S. "ALBION STAR"

on

JUNE 29th.

for

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in Good Speed

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Sundays, excepted.

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Tel. 26061.

CONSIGNEES

THE EAST ASIATIC CO. LTD., COPENHAGEN.

The Motor Vessel,

"PANAMA"

having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th June, 1930, 4 p.m., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 14th instant at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 15th June, 1930, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by

JOHN MANNERS & CO., LTD.

Agents.

Hong Kong, 8th June, 1930.

know that Miss ——— was engaged to be married?"

"Yes," said the other: "but—"

"There are no 'buts' but this one," replied the angry lover, and smote him heavily on the jaw. He then returned to the lady, whom he had left at the hotel thinking things over with the assistance of a lemon squash, and said to her: "I have just punched him on the jaw. See that you behave yourself after this. Put your hat on."

The lady did so, and was married within the hour.—Sir Percival Phillips in the Overseas Daily Mail.

PRES. JEFFERSON.

Prominent Passengers

on Board.

The following are among the passengers on board the s.s. President Jefferson, which sailed from Hong Kong on June 10:—

Mr. J. E. McKenna, American Consul from Canton, travelling home to the U.S. on vacation.

Mr. B. M. Armstrong, representative of the Baldwin Locomotives, travelling home to the U.S. from a business trip to the Orient.

Mr. O. H. Ochs, prominent Seattle merchant, returning from a business trip.

Mr. G. Farnestock, millionaire yacht owner, on a business trip to the North.

Mr. H. M. Stewart, prominent Sydney business man, on a round-the-world tour.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Panama" are reminded to take delivery of their goods which will be subject to rent after June 18.

Consignees of cargo ex s.s. "City of Madras" are reminded to take delivery of their goods which will be subject to rent after June 17.

Consignees of cargo ex M.V. "Monte Piana" are reminded to take delivery of their goods which will be subject to rent after June 17.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

June 12 to 18, 1930.

June 12 to 18, 1930.

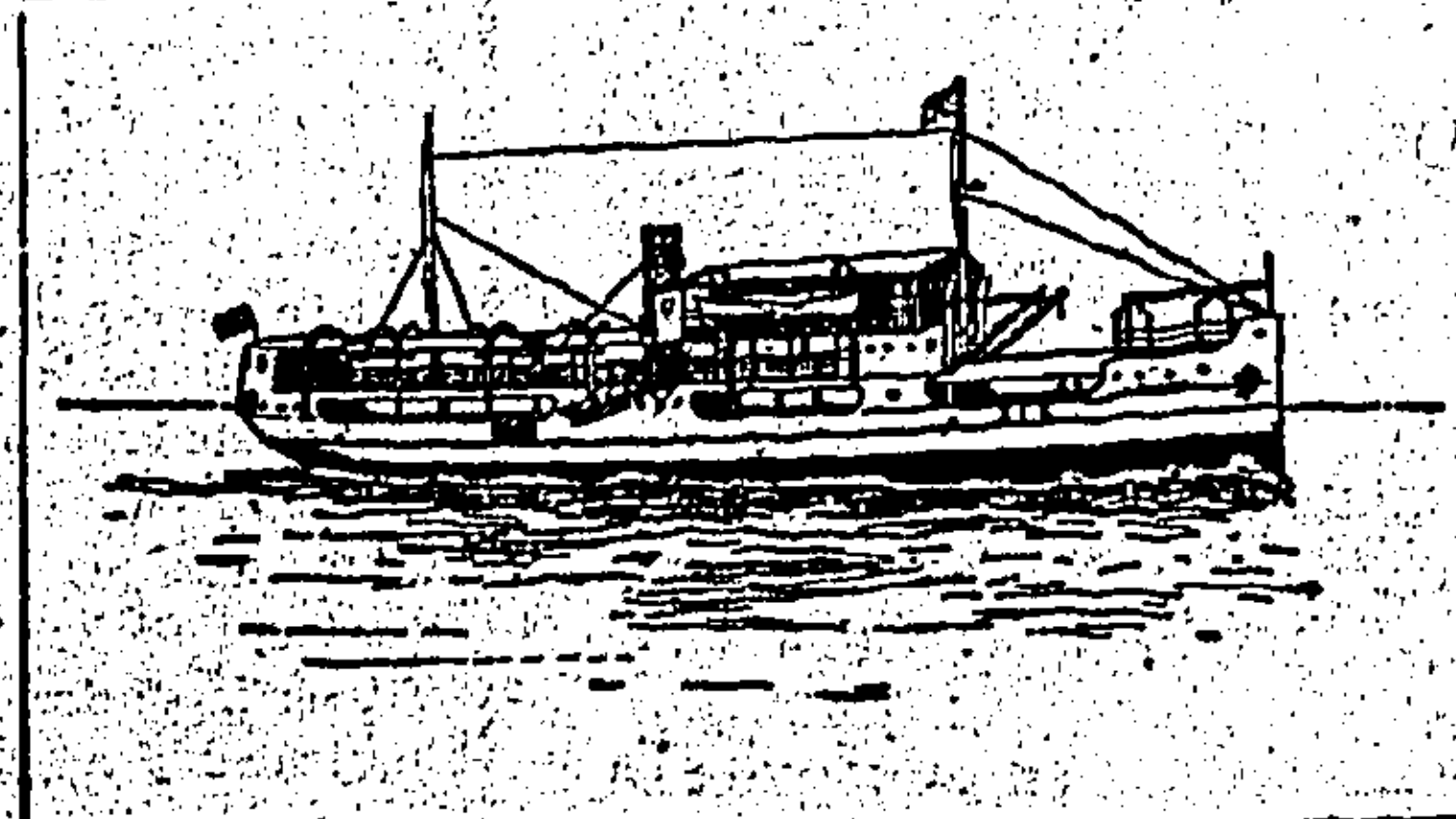
DATE	HIGH WATER		LOWER WATER.	
June	Standard Times	Ht	Standard Times	Ht
Thurs 13	m 9 20	7.4	m 2 29	1.1
			5 14	0.4
Fri. 13	m 9 20	7.7	m 3 30	0.8
	m 9 43	7.3	5 40	0.4
Sat. 14	m 1 18	6.8	m 4 11	0.6
	m 10 18	7.2	6 11	0.0
Sun. 15	m 2 15	6.8	m 4 30	0.5
	m 10 51	6.9	7 54	0.9
Mon. 16	No.tide	H	nor Low	1.1
	m 11 28	6.8	7 53	W
Tues. 17	No.tide	H	nor Low	W
	0 10	6.1	8 14	W
Wed. 18	No.tide	H	nor Low	W

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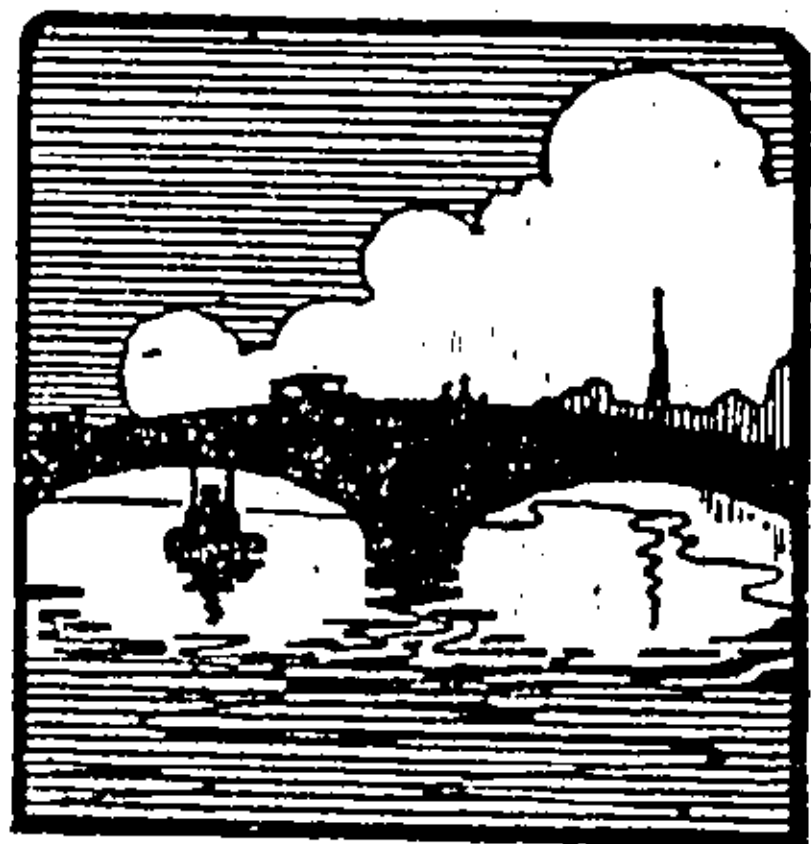
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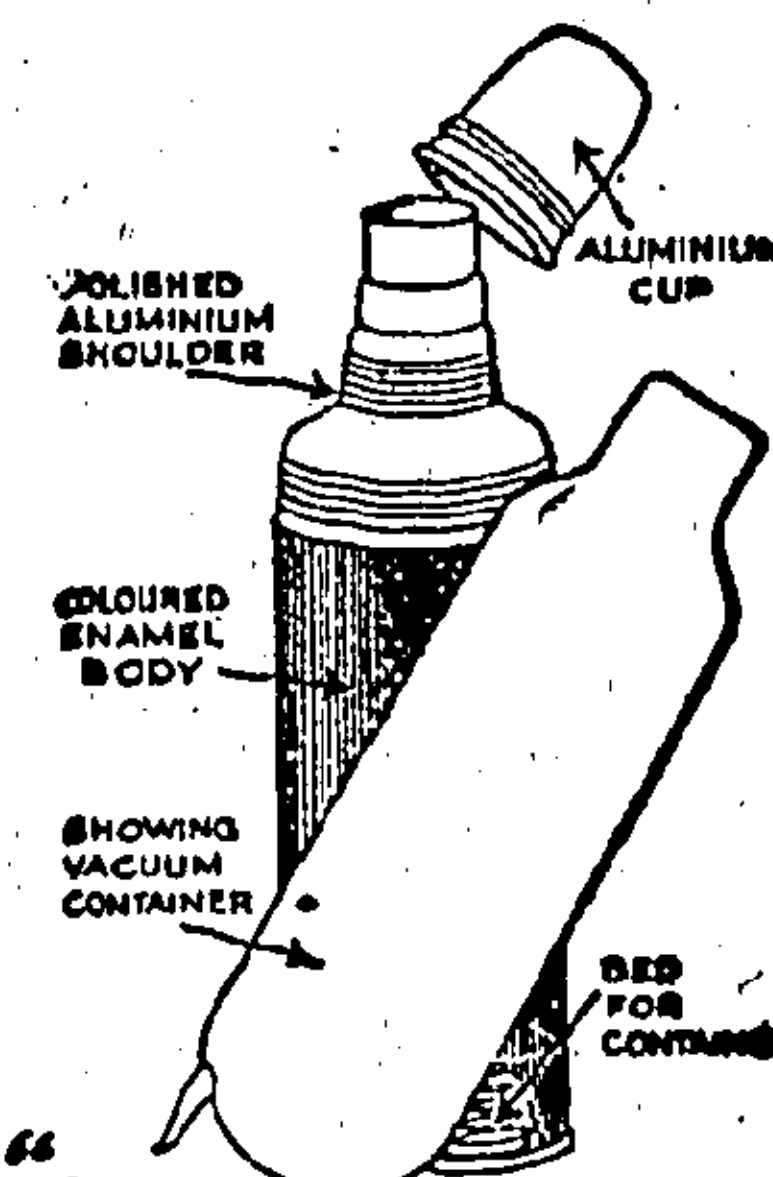
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Hong Kong, Thursday, June 12, 1930.

Getting Out of Hand.

We must not allow our public services in Hong Kong to get out of hand. Whenever they do, which is often, the public suffers and has no remedy. That is not quite accurate, perhaps, for it has the remedy of the Press. It is the duty of the local newspapers to keep the various Departments up to scratch. By criticism alone may the public be protected. The official is apt to sneer and to resent that which he is pleased to call "impudence" or "interference." Of course, it is nothing of the sort. The Press has every right to criticise the Government and its departments when the occasion arises. Even if it had not the right it would continue to attack wrongs and attempt to redress grievances. Tied up as the Civil Service often is in a tangle of red tape, one cannot always expect efficiency, attention, and alert administration. Scores of matters that could receive attention in five minutes are left to a day that never comes. There are roads that could be built, waste lands (acres of them) that could be cultivated, Departments that could be profitably smartened up by "sacking" half of their inert clerical hangers-on, dilapidated properties that could be demolished, better supervision that could be given to the style of buildings allowed to be built, and a great deal of pandering and crawling to "big money" concerns which could be eliminated to the immeasurable benefit of the public.

Poor public, that has to suffer these wrongs without a chance of redress, relying solely upon the

power of the Press for the airing of its grievances! The Press does its best to call attention to these matters, but the influence of its criticisms depends entirely upon the public, not upon the Government. The Press can sting and can even give a nasty jar to officials who have allowed themselves to get "out of hand," but in time the objects of attack assume the Stoic's mantle and remain officially inactive. In fact, often these articles might just as well never have been written for all the effect they have. The official is a dictator, which, of course, he has no right to be. As a public servant, he should serve the public, instead of which he elects to serve a system. The public is deliberately ignored. What a quaint paradox this is! The child turns round and dominates the father and refuses to obey his wishes. If the Government ignores the service of the public, then whom is it to serve? A system, a vague, Imperial shadow that looms from London? How absurd it all seems!

There is no doubt that the system of Government in the Colony needs reform. The question of the representation of so-called "Unofficial members" needs a thorough investigation by a Public Citizens' Commission, similar to the Food Control Commission at Home which, elected from all phases of life, enquires into the prevailing food prices. Does an Unofficial member really represent the public and its wishes; is his election always a popular one? These questions are ever present in the average man's mind but he can get no satisfaction from their contemplation. It has even been suggested in certain quarters that it would be to the distinct advantage of all concerned, and certainly for the welfare and future development of the Colony, if half of the members and Unofficial members of the Hong Kong Government had no interests whatsoever, certainly no controlling interests, in local commercial enterprises. Financial obligations should never come before moral obligations, but we are reluctant to admit that in some cases they do. Regrettable as this may sound, there is a remedy. We need a more democratic, and therefore a more representative, Government in Hong Kong; an infusion of new blood which will never be satisfied with the present state of the public services. And if ever there were a time when the opportunity for advocating a reform were reasonable, it is at the present, with Lord Passfield as Secretary for the Colonies.

News in Brief

A Chinese, who stole a pair of shoes and a pair of slippers from two houses in Shanghai Street, was at the Kowloon Police Court today sentenced to 28 days' hard labour.

Two months' hard labour was the sentence passed on a Chinese at the Kowloon Magistracy this morning, when he admitted that he stole a packet from a hawk's stall in Dundas Street.

Because he caused an injury during a quarrel to a smaller boy's wrist with a hand plane, Mr. Whyte-Smith at the Kowloon Magistracy this morning imposed a fine of \$5 on a clog maker of Hunghom.

Mr. A. Smith, of the China Light & Power Co., was at the Kowloon Magistracy this morning fined \$5 on each of two summonses for allowing his dog to be in the street unmuzzled, and for having no licence for it.

On account of illness, Mr. R. Cole, of 3 Mody Road, who was summoned for allowing his dog to be abroad without a muzzle, was unable to appear at the Kowloon Magistracy this morning. Mr. Loseby's clerk appeared on his behalf, and pleaded guilty. He was fined \$5.

Bellah Singh, a Lance-Sergeant in the Police, and attached to the Yau-mat Police Station, died in the Government Civil Hospital in the early hours of this morning, after a three days' illness. Sergeant Singh had 24 years' service to his credit, and will be greatly missed.

Seen splitting the wood from a pine tree which he had cut down at Kip Shek Mi, a Hakka was arrested. When brought before Mr. Whyte-Smith at the Kowloon Magistracy this morning, he was fined \$25 or three weeks' jail in default for the unlawful possession of 300 cabbies of pine tree wood, knowing it to be stolen.

The marriage was registered at the French Consulate on Tuesday of Mr. C. Arnulphy, local Manager of Gerin Drevard and Co. and Miss Pauline Lopes. The bride's sister, Miss Ethel Lopes, and the bridegroom's best man, Mr. G. Barbe, were the only witnesses of the previous religious ceremony which was performed by the Rev. Father G. M. Spada.

A Chinese vegetable gardener was the victim of a highway robbery yesterday, in Argyle Street, Kowloon. He was on his way to his home in Ko Tin Tun village, Kowloon City, when he was held up by four men near the Koon Yam Temple. Two of them held him, whilst the others searched him and stole \$5 in silver coins. All four men escaped in different directions.

Three prosecutions under the Raking and Picking Refuse Ordinance were brought forward by Sergeant Bentley at the Kowloon Magistracy this morning before Mr. Whyte-Smith. The first offender was caught in Pei Ho Street, picking up rags and old tins, while the other two indulged in raking the dirt in a Sanitary Department cart in Boundary Street. All offenders were fined \$5 with the alternative of one week's jail each.

BURGLARS BUSY.

Catch a Tartar in Kowloon.

CONFESSION IN COURT.

In a plea that Kung Ku made at the Kowloon Magistracy this morning when charged with house-breaking at 4, Hung Lok Street, and stealing four pieces of clothing (valued at \$23) accused said: "I went with another man to steal from this house. It was the other man who broke open the door, and I stole these things. The other man got away."

His Worship: It is certainly house-breaking on your part, even if the other man broke the door open or not, and got away. The offence is not any lighter.

According to Sgt. Carruthers, the prosecution alleged that at about 7 o'clock yesterday morning the accused and another man were seen by a man to go into house No. 4, in Hung Lok Street. Later the witnesses heard some footsteps, and, waiting down below, saw the two men come out of the entrance with a basket. Witness, who was a Chinese, immediately set upon them with the result that one got free. The officer added that it was mainly through the initiative of the witness (who spoke English) that the man in Court was there.

It was stated that the thieves entered the flat by breaking the staple of a lock. Accused was sentenced to six months' hard labour.

BREEZY PASSAGES IN COURT.

(Continued from Page 1.)

"You may think it very foolish and very silly, but I am going to show you that your calculations were entirely wrong. I say your table is a farce, but I am not saying it with impudence—only in the same way as you called me a fool yesterday, and not that I would call Mr. Sheldon a fool just because of your evidence."

After taking witness through the calculations in the same way as they were worked out in the case of the potatoes, Counsel said that they could not store more than 141 pound of pine-apple in the room per day.

Witness said that he could not agree to that, because that would not be the right way of using the room.

Total Abstinence.

Mr. Potter: All right, let us take the wine room. I don't know what your views are on total abstinence, but I do hope you will not be saying that we are putting too many bottles into that room.

Counsel then worked out the figures and found that only 2360 bottles of wine, beer or lemonade could be stored there in one day, and suggested that in the event of a big banquet, it would not be sufficient.

Witness said that the room was intended for wine storage and not for cooling to be served to customers. For that he had provided six bar boxes in different floors of the Hotel. Each of these boxes could hold a large number of bottles and they would be sufficiently cooled to be served out.

"Don't Be Personal."

Questioned further about his calculations, witness asked Mr. Potter if he was suggesting that he did not know his work, whereupon Mr. Potter retorted: "Please leave me out of it and don't get personal. It has to be stopped and if you don't know the procedure of the Court, we will have to tell you."

Mr. Hacker: Oh, really, Mr. Potter!

Witness went on to explain that Mr. Potter was always trying to make the Court believe this and that, when Mr. Potter interrupted and said "Yes, if you could only get rid of that phrase of yours that I am always trying to make the Court believe, we will certainly get on better. I am entitled to be treated with moderate courtesy and I am treating you that way."

The case is proceeding.

"Don't See Our Profits."

Yesterday afternoon, Mr. Potter again cross-examined Mr. Hacker at some length in regard to the loss by transmission, and also service loss.

Witness said that the heat transmission of the wall was put down as 3 B.T.U.'s. When shown a table in which it was stated that if the transmission was 3 B.T.U.'s, it would be equivalent to 2.46 in 24 hours, witness said that the figure was not clear to him. It looked more like a 2 than a 3.

Witness was understood to say that if in the case of a 6 inch cork, the transmission of heat would be 2 B.T.U.'s in 24 hours. Asked to produce a certain document, witness handed it over to Mr. Potter with the remark: "You may see it but nothing outside of that, because I have our discount sheet here." (laughter.)

Service Loss.

Asked as to how he had arrived at a service loss in the refrigerator of 34 per cent, witness said that the calculation was based on the visits made to the room by people going in and out, and also by the lights therein. He added that the loss in Hong Kong would be greater than in other parts of the world on account of the humidity here.

Mr. Potter: I want you to assume that if the transmission loss is 50,000 B.T.U.'s, how would you arrive at your service loss? It is a rule of thumb and the refrigeration engineer would also have to use his knowledge and judgment. There is in fact no relation between the two, and one has only to work it out the best he can.

Producing the proposal made by Mr. Parker in 1927, Counsel read out that in a room of 1,000 square feet, the transmission loss was said to be 4.4 tons, and asked witness if it was correct to assume that in the room, which was actually 1,030 square feet, the loss in transmission would be approximately 115,000 B.T.U.'s. Witness said that would be about right.

Mr. Potter: Well, if we apply this to-day, it will alter your calculation materially?—It does not apply to this plant. This plant was to be run very economically and the door was not to be opened more than once daily.

A Lot to Answer.

Then in working out your calculations you have taken every thing into your consideration, such as economy, keeping frost from the coils, door to be opened once a day, and that the room was only for the storing of frozen meat?—Yes, I did.

In fact you have considered them very seriously before arriving at your figures?—Yes. Then what you have done in this case was that you have worked out your service loss independently without having reference to the rule of thumb?—Yes, it was necessary to do so.

Then why did you stipulate that the frozen meat to be put in must be under 15 degrees Fahrenheit?—Because Mr. Brearley told me that the meat would come in that temperature.

What, Mr. Brearley again. Poor Brearley would have a lot to answer.

Assuming if they do come at 15 degrees, do you expect them to be taken into the room at that same temperature?—They might be slightly drier, but it would not hurt us because there will still be no animal heat in them. A difference of two degrees would make no difference.

Benighted Colony.

Counsel then explained to witness the procedure adopted in unloading meats from ships. He said: "In this benighted Colony of ours, ships carrying frozen meats always go alongside Holt's Wharf. There they are hauled up one by one until sufficient carcasses have been gathered to put into the sling. The derrick would haul it up and swing it down to the wharf. There the coolie will take the carcass one by one to the waiting lorry. Would not all these make a difference of many degrees in the meats?"

Witness replied that the handling would not thaw the meats, and in fact they would arrive at the cold storage without any animal heat in them.

He emphasized that the room was never intended for the storage of fresh meat. It was designed and built to store frozen meat, and that being so, it could not extract heat from fresh meat, but should there be a rise of a few degrees in the frozen meat during transit, it would not matter.

SIX INDIAN REDS.

Brought Under Lock and Key from U.S.

Manila, June 4. Six Indian deportees, shipped from the United States by order of the Courts owing to their communistic activities, arrived in Manila yesterday aboard the Dollar Steamship round-the-world liner President Harrison which is taking them back to Colombo.

The deportees were kept in the ship's prison house in the aft part of the ship by order issued by the Dollar Line agent at Shanghai. They were travelling as deck passengers on the liner on the trip from San Francisco to Shanghai. Upon arrival at Shanghai, orders were issued to ship officers that these men should be kept under strict detention until their destination is reached.

At all ports of call of the ship from Shanghai to Colombo, the six Indians are to be kept incommunicado, nobody being permitted to see them or to talk to them. It is believed on board that the orders were issued to prevent the Indians from propagating their creed to other people of their race who may wish to visit them on board ship.

It could not be determined what fate awaits these six Indians upon their arrival at their native soil. It is presumed that they will be dealt with drastically by the British Government as the present administration has expressed its intention to crush communism out of India.

The names and other particulars about the six deportees could not be ascertained from officers of the ship who claimed ignorance of the circumstances surrounding the deportation of the six Indians.—Manila Bulletin.

HEAD SMASHED.

Singapore, June 2.

A brutal murder is reported from Changi where the proprietor of an opium smoking shop was found on Sunday at dawn with his head battered in at a deserted portion of the road near the eleventh milestone.

It is believed that the motive was not robbery, but revenge.—Ex.

Ten Years Ago

[From the "China Mail," June 12, 1920.]

To-day's dollar is worth 8/34d.

With no action being taken to secure for them even temporary quarters to tide them over until new premises can be erected, a number of firms now occupying buildings slated for renovation, or tearing down, are going to be put out of business.

It is time the Government should put a full stop to the high-handed methods of some of our landlords.

"LILIPUTIAN REVUE."

Portuguese Juveniles
Excel.

PLEASING ENTERTAINMENT.

Last night the members of the local Portuguese Juvenile Society presented the "Liliputian Revue" to a large and enthusiastic audience at the Club de Recreio, King's Park. It was an open air show, on a stage erected on the Club's spacious lawn, and was in aid of the St. Vincent de Paul Society, the well-known Catholic charity organisation.

Appearing in quaint crinolines and Court dresses, the artists, 40 in number, were a picturesque group, and very tuneful and entertaining. The scenes were charming, and the well arranged programme did not permit of a single dull moment from the first to the last item.

The revue wound up with that lively old tune "O, Listen to the Band," which reminded "one of that entertaining 'talkie,' 'The Show Boat'."

WATER SUPPLY.**Big Increases in a Week.****EFFECT OF RAINS.**

The total storage in the island reservoirs on Monday, June 9, amounted to 908,638 million gallons, showing an increase of 307.51 million gallons during the past week. The amount collected from streams was 361.17 million gallons. The week's consumption amounted to 62.74 million gallons which included 9.08 million gallons from the Shing Mun supply.

Position in Kowloon.

The total storage in the mainland reservoirs on Monday, June 9, amounted to 335.05 million gallons, showing an increase of 41.57 million gallons during the past week.

The week's consumption amounted to 30.77 million gallons, not including Hong Kong supplies and 1.95 millions gallons supplied to water boats at Lai-chikok.

The yield from the Shing Mun River and streams during the week was 83.37 million gallons.

Storage

The following shows the amount in storage (million gallons) on the dates named:

	1929	Hong Kong	Mainland
Apr. 22	326.38	136.81	
May 6	311.72	121.65	
June 3	237.99	87.96	
17	192.75	80.51	
July 8	157.79	105.52	
Aug. 5	125.86	438.58	
Sept. 2	187.13	467.96	
Oct. 7	188.13	514.98	
Nov. 4	169.58	514.64	
Dec. 2	161.80	496.54	
1930			
Jan. 6	129.77	458.50	
13	123.50	460.51	
20	118.37	438.87	
27	114.55	432.88	
Feb. 3	109.85	430.14	
10	104.18	424.30	
17	101.11	419.80	
24	96.42	406.65	
Mar. 3	91.10	392.64	
10	87.86	388.88	
17	82.67	376.50	
24	79.10	370.37	
31	71.59	420.05	
Apr. 7	74.71	428.96	
14	70.37	410.74	
21	67.16	395.63	
28	64.57	388.41	
May 5	60.86	368.90	
12	54.57	364.58	
19	50.04	346.16	
26	42.19	324.29	
June 2	60.17	293.48	
9	60.68	335.05	

* Lowest for 1929 in Kowloon.

† Lowest for 1929 in Island.

Consumption

The following figures show the weekly consumption (million gallons) on the dates mentioned:

	1929	Hong Kong	Mainland
Apr. 22	37.56	30.76	
May 6	33.03	27.17	
June 3	27.48	24.86	
17	27.14	11.08	
July 8	27.21	20.71	
Aug. 5	25.32	23.28	
Sept. 2	31.85	25.17	
Oct. 7	50.86	27.02	
Nov. 4	58.41	26.70	
Dec. 2	54.22	26.61	
1930			
Jan. 6	46.91	25.33	
13	46.80	24.17	
20	47.10	25.47	
27	47.10	25.21	
Feb. 3	50.75	23.74	
10	44.71	23.71	
17	46.71	24.86	
24	46.69	26.22	
Mar. 3	48.87	26.88	
10	46.71	24.89	
17	47.62	23.40	
24	48.84	23.26	
31	50.43	25.64	
Apr. 7	49.03	25.18	
14	58.57	26.80	
21	55.64	26.82	
28	50.68	25.54	
May 5	50.88	25.79	
12	61.77	29.10	
19	62.97	30.24	
26	65.14	30.86	
June 2	67.07	31.57	
9	62.74	30.77	

* Highest in Kowloon, during period of publication of weekly reports.

† Lowest in Kowloon, recorded in 1929.

‡ Lowest in Island in 1929.

§ Including first supply from Shing Mun.

CAR PLASTERED WITH PAPERS?

MR. BRAYFIELD AND THE RAILWAY AUTHORITIES.

MEANINGLESS NOTICE!

Mr. T. H. G. Brayfield, and the Railway Authority were again the protagonists in an action heard before Mr. T. S. Whyte-Smith yesterday afternoon at the Kowloon Magistracy.

Mr. Brayfield was summoned at the instance of the Railway Authority for parking his car under the archway of the railway approach to the Kowloon Station on May 14, 15, and 16.

Mr. T. J. Prior appeared for the defence, and Mr. L. R. Andrews, Crown Solicitor, prosecuted.

Evidence was given by a Chinese watchman and Mr. R. Baker, Traffic manager of the Railway as to how and when the car was parked there. Mr. Prior (cross-examining): By what authority is this road under your control?

Mr. Baker: The Railway Ordinance.

Where does your control stop?—At the railway boundary, 15 feet outside the arch.

At one time you tried to get control of the whole of the road to Tai-po?—No.

The car was there, all right. But the notice which says that "no parking is permitted" was 11 foot 3 inches above the ground. That, you will admit, is quite hopeless to be read by anyone.

Mr. Andrews: I don't think so! Mr. Prior pointed out that all over the world such notices were not usually more than eight feet high. It was obvious that notices of this nature should be so constructed as easily to catch the eye. The notice in question gave one the impression that no parking was allowed on the left hand side only.

Mr. Prior, continuing his cross-examination asked: "Did you give orders for four of these papers to be put on the car?"—No.

The Magistrate enquired as to what was the nature of the papers, to which Mr. Baker replied that they were notices informing motorists that no parking was allowed.

Remarking that many motor-cars had been seen to park on that spot at Kowloon Station, Mr. Prior asked as to whom that privilege was allowed.

Mr. Baker answered that employees of the Railway, and those who were on business were allowed to park their vehicles for a short time.

Mr. Prior: What about Dr. Fehly? Is he allowed to park there now?

Mr. Baker: No. He has not asked my permission.

On one occasion, was it through your order that Mr. Brayfield's car was moved out of the Railway premises?—No.

Mr. Whyte-Smith: It is not a big notice, but I think anyone should be able to see it.

The Magistrate, in deciding to convict, said that the notice did not appear to him as referring to the right or the left side, but to the space under the archway. He suggested to Mr. Baker that he might consider an arrangement where cars of officials might be parked in some other space in order that no member of the public could be led to think that their cars could remain there.

A fine of \$5 was imposed on the defendant.

NO EVIDENCE.**22 Charges Fall to the Ground.****HEALTH BUREAU MANAGER.**

"Had the complainant asked, or taken the trouble to go through the books with the defendant, I am sure that none of these charges would have been laid. There is absolutely no evidence of any of them."

With these remarks Mr. A. W. G. H. Grantham yesterday afternoon acquitted the young Chinese named Kwok Chan-sing, former manager of the Health House Washing and Disinfecting Bureau, Wyndham Street, who was charged on no fewer than 22 counts of alleged larceny, forging and uttering, and fraudulent conversion of funds belonging to the Bureau.

Mr. S. C. Brooks was for the prosecution, and Mr. F. X. Almada, sen., for the defence.

LORANG'S EXTRADITION.

Paris, Yesterday. The extradition of Francis Lorang, chairman of the Bluebird petrol companies, has been sanctioned—Reuter.

MORE TAXATION.

Views of Kowloon R.A. Committee.

CIVIL SERVICE SALARIES.

[Communicated.]

At the special Emergency Meeting of the General Committee of the Kowloon Residents' Association, called in furtherance of the resolution already reported in the Press and sent to Government, the subject of the proposed increase in taxation to meet the increase in expenditure which will result should the recommendations of the Salaries Commission be put into effect was debated at considerable length.

An exhaustive survey of all figures in connection therewith, compiled from statutory reports and Blue Books was laid before the meeting, and after all aspects of the case had been thoroughly examined and discussed, a report of the Committee's views and proposals was adopted, and it was unanimously agreed that it be forwarded to His Excellency the Governor with the request that the submissions therein be forwarded to the Secretary of State for the Colonies.

The report as forwarded covers twelve pages, and cannot, therefore, be reproduced in full. Summarised, however, the submissions set out the effect of the recommendations of the Salaries Commission in view of the subsequent fall of the dollar, the increase in the number of Government officers and the total cost of salaries since 1921, in relation to the general development of the Colony during the same period, and the favourable conditions of service already enjoyed by Government officers, compared with the conditions of private employment.

The report states that the Committee are of opinion that the pay of public servants of Hong Kong should be quoted in Hong Kong currency, and concludes as follows:

"For the reasons stated above and in the light of the facts quoted, we beg to submit that the Report of the Salaries Commission, 1928, should not be adopted, but that a further Commission should be appointed, charged with the duty of enquiring into the growing numbers and cost of the Government's personnel with a view to effecting reform and retrenchment. It is our unanimous opinion that it should be unfair to increase taxation to provide the cost of increased salaries before every effort has been made to effect economies."

ROUND THE CINEMAS**Three Referees Engaged for Fights.****"BE YOURSELF"**

Three referees licensed by the California Boxing Commissions were used in the fight sequences of "Be Yourself," Fannie Brice's United Artists starring vehicle for United Artists, now showing at the Queen's Theatre.

Thornton Freeland, director, in his desire to recreate authentic ring backgrounds for the musical comedy, engaged the professional "third men" to judge a series of fights culminating in a "championship" battle between Robert Armstrong, Miss Brice's leading man, and G. Fat Collins.

The referees are Frank Ward, Barney Movers, and Bob White.

For the purpose of the fights a regulation ring was constructed on the huge United Artists' sound stages along the lines of the squared edifice in which Mickey Walker successfully defended his title against Ace Hudkins at Wrigley Field, Los Angeles.

Hundreds of extras were used as atmosphere. "Be Yourself" is a story of the New York night clubs and the prize ring, and was supervised by John W. Considine, executive production head at the United Artists studios.

Others in the cast of principals are Harry Green, Gertrude Astor, Budd Fine and fourteen-year-old Jimmy Tolson, who makes his screen debut in "Be Yourself."

"GOOD TIME CHARLEY"

Warner Oland, the great star, gives a polished display of acting in the role that he takes in "Good Time Charley" which is now playing at the Majestic Theatre, Kowloon.

The film, directed by Michael Curtiz, portrays the mirthful yet pathetic life drama of a second grade song and dance man (Oland), his close friend (acted by Clyde Cope), and his orphaned daughter (played by Helene Costello).

Featured in the cast are Julianne Johnston, Montagu Love, and Hugh Allan.

A beautiful scenic, showing travels in and around Cumberland, is an added feature of the programme, which will be changed to-morrow, when "Pals First," starring Dolores del Rio and Lloyd Hughes, will be shown.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Entertainments

To-day — Queen's Theatre, "Be Yourself."

To-day — Star Theatre, "The Wind."

To-day — World Theatre, "The Jazz Singer."

To-day — Majestic Theatre, "Good Time Charley."

To-day — "Liliputian Revue," Club de Recreio, 5.30 p.m.

June 14—Central Theatre, "Love Parade."

Lammerts' Auction.

To-morrow—At Sales Room, Engineers' tools and instruments and sundries, 11 a.m.

Sports

See Special Sports Diary on page 8.

Meeting.

June 14—Peak Tramways Co. meeting, Hong Kong Hotel, 11 a.m.

Home Mails.

To-morrow—Inward from Europe via Naxos (Hong Hwa); Outward for Europe via Marseilles (Fushimi Maru) 6 p.m.

RADIO**TO-DAY'S PROGRAMME.**

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:

6.30 p.m.—Auntie Letty and Auntie Joy will entertain the children.

6.30-8 p.m.—Programme of Victor Records.

8.30 p.m.—"Le Ruet D'Omphale" (Saint Saens), Philharmonic Orchestra of New York.

8.30 p.m.—"From the Land of Sky-Blue Water," "Little Grey Home in the West," Mary Lewis.

8.45 p.m.—"Largo" (Handel), Archer Gibson (Organ).

8.55 p.m.—"El Capitan," Philadelphia Orch.

9 p.m.—"Minstrel Show of 1929," Viktor Minstrel.

7.08 p.m.—"Indian Love Call," Jesse Crawford.

7.15 p.m.—"I Love to Hear You Singing," McCormack.

7.21 p.m.—"Unrequited Love" (Lirake), International Orchestra.

7.27 p.m.—"The Rag Song," Lawrence Tibbett (Baritone).

7.33 p.m.—"Nalla" (Delibes), Willen Bachaus (Piano).

7.39 p.m.—"The Little Silver Ring" (Chaminade), McCormack.

7.45 p.m.—"Oh Promise Me" (De Koven), Renee Chemet (Violin).

7.51 p.m.—"Villa," Hulia Lashanska.

7.57 p.m.—"The Mill in the Forest" (Ellenberg), Victor Concert Band.

8 p.m.—Chinese Programme.

10.30 p.m.—Close Down.

Temporary Suspension.

The public are notified that, in order to carry out necessary repairs to the transmitter there will be no broadcasting from Z. B. W. the Hong Kong Broadcasting Station on Sunday next, 15th inst. Z. B. W. will, therefore, close down at 11.30 p.m. on Saturday until Monday at 11 a.m.

It is understood that the plant will be closed down for necessary repairs and improvements to the transmitting apparatus. It is quite certain, however, that the Broadcasting Studio will offer even better service than before when the changes have been made.

Chinese Drama.

While Mei Lan Fang has been acclaimed throughout the United States of America as the greatest of North China actors, Chan Fei Nung, the leading female impersonator of the South China stage, has been winning further laurels in Hong Kong. For a few nights commencing June 16, the famous "star" will appear in a number of special productions at Leo Theatre, East Point.

The plays to be presented prior to Chan Fei Nung's troupe being disbanded have been specially written with a view to providing an opportunity for Europeans to hear the real Cantonese opera.

Harry: I say, Ted, what is your idea of the best way to preserve health?

Ted: Well, look at me. For ten years I led a simple life. No delicacies, late hours, or extravagances. I was in bed at nine, up again at five, worked all day, and what were you in for?

Harry: I was in bed at nine, up again at five, worked all day, and what were you in for?

Harry: I was in bed at nine, up again at five, worked all day, and what were you in for?

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NEW ADVERTISEMENTS.

HONG KONG AMUSEMENTS, LIMITED.

LOST SCRIPT.

NOTICE IS HEREBY GIVEN that the Certificate for the following Preferred Ordinary Shares in the above Company is alleged to have been lost, namely, No. 45, representing 10 shares, Nos. 6446 to 6455, Registered in the Name of JAN GENEKIN van GENNEP LUHRS (deceased).

Application has been made to the Directors for the issue of a Duplicate Certificate and should No Objection be lodged with the Company within THIRTY DAYS from the date hereof the Application will be complied with, subject to such Guarantees as may be approved by the Directors.

CHAS. S. ROSSELET, Secretary. Hong Kong, June 12th, 1930.

NOTICE TO CONSIGNEES.**"ELLERMAN" LINE**

From DUNKIRK, BREMEN, HAMBURG, ROTTERDAM and MARSEILLES.

The Steamship, "CITY OF MADRAS" having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1930, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before 24th June, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and noon, within the Free Storage Period of one week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents. Hong Kong, 11th June, 1930.

LLOYD TRIESTINO NAV. CO.**NOTICE TO CONSIGNEES.**

Chartered Motor Vessel, "MONTE PIANA"

From Trieste, Venice, Port Said, Suez, Aden, Karachi, Colombo, Penang, & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11th inst.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 27th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents. Hong Kong, 11th June, 1930.

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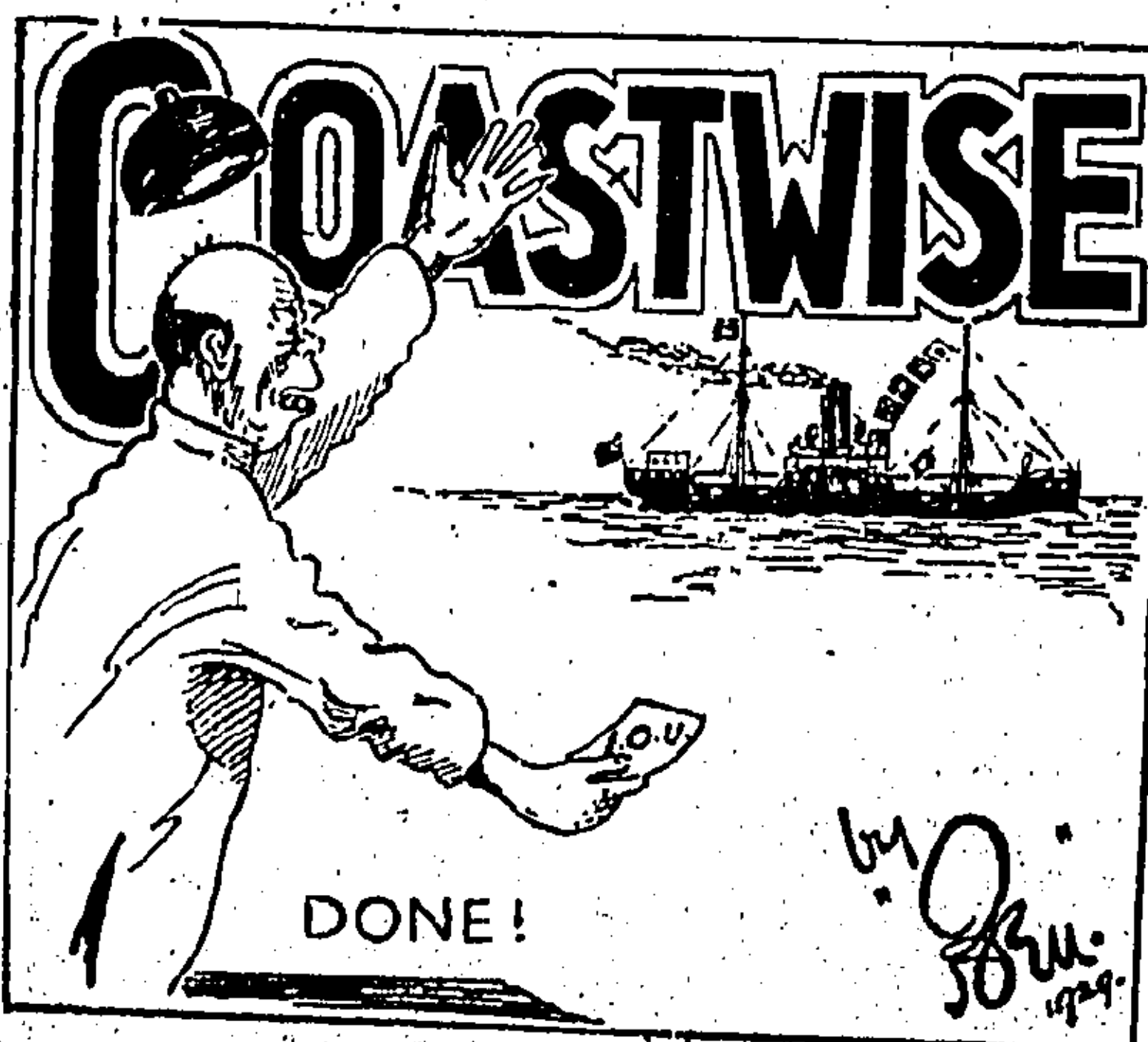
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Sport Columns

TENNIS. Britain's Wightman Cup Team.

SOME SURPRISES.

A Reuter cable announced recently that Britain will be represented in the Wightman Cup by Miss Joan Fry, Mrs. L. A. Godfree, Mrs. Watson, Miss E. H. Harvey, and Miss Mudford. There are, (says the Singapore Free Press), one or two surprises in the composition of the team, notably the inclusion of Miss Mudford, a comparatively unknown player—although she has had some successes in some of the principal tournaments and did well in the trials—the absence of Miss Betty Nuthall, Mrs. Fearnley-Whittingstall (Eileen Bennett), Miss Dorothy Round (who, on her form in the trials, seemed a certainty for selection), Mrs. B. C. Covell, and Mrs. Shepherd-Barron. The two last named players are, we believe, in India at the present time, and Mrs. Fearnley-Whittingstall has only recently recovered from illness and has not reached her best form, so that the absence of these players is understandable. But Miss Nuthall, to many would have seemed a certainty, particularly when it is remembered that at Forest Hills in the Wightman Cup matches last year she gave Mrs. Willis-Moody the closest fight of her career, the two sets going to 8-6. Although Miss Nuthall did not take part in the trials, she has thoroughly recovered from her recent indisposition and has been playing in something like her old form. Miss Doris Round, of Worcestershire, came prominently into the limelight in the trials, and as she is an attacking player with a service of exceptional pace, and above all, enters upon her matches with a will to win, and does not take a breath when things are going well, one looked confidently to find her chosen to meet the Americans.

Mrs. Watson was a certainty for her place, for she thoroughly deserved her ranking as No. 1 among British women players last year, and in reaching the hard courts doubles final—she did not compete in the singles—at Bournemouth last month showed that she is in excellent form this season. She has a splendid record in international matches—better than any of the other British players—and she and Mrs. Godfree—presumably they will play together—should secure some points for Britain. The other pair will probably be Miss Fry and Miss Harvey, who won the hard court doubles from Mrs. Watson and Mrs. Godfree 7-8, 8-6.

Mrs. Godfree makes a welcome return to international lawn tennis this season, and the team is undoubtedly the better for her inclusion, since she is an experienced player, having played against America in 1923 and three of the five subsequent seasons, and this year she has shown that she is capable of playing as well now as she did when she won at Wimbledon four years ago.

Of the other players Miss Joan Fry, although she has given the impression lately of being a better doubles player than singles, has just annexed the hard courts singles title; Miss Harvey reached the semi-final of the event, beating Miss Nuthall after a hard game in doing so.

This will be the eighth match between Britain and America. America won 7-0 at Forest Hills in 1923, the results in the following seasons being: 1924 Britain 6-1; 1925 Britain 4-3; 1926 America 4-3; 1927 America 5-2; 1928 Britain 4-3; 1929 America 4-3.

Forerunner to Davis Cup. In view of the coming meeting between Britain and Australia in the Davis Cup the following Paris cable in connection with the French championships is interesting.

Paris, May 27. In the semi-final of the French Lawn Tennis Championships, the Australians who have already given evidence of the likelihood of their beating Britain in the forthcoming Davis Cup match as a result of Hopman and Willard's beating Gregory and Collins in the fourth round by 2-6, 6-2, 4-6, 6-2, and 10-8, are now making a great bid for the French doubles title to-day. In the semi-final Hopman and Willard beat Borotra and De Buziot 6-4, 10-8, 6-3, and 6-3. Crawford and Moon, after beating another British Davis Cup pair, Les and Hughes, will meet Cochet and Brugnon in the other semi-final.

Britain's Davis Cup hopes, which had a setback after the Australian doubles victories, have

revived by Gregory defeating Crawford in the second round of the French Lawn Tennis Championships singles 6-3, 6-2, 6-3, in which Gregory's craft against Crawford's excellent base line play easily gained the day. Cochet and Brugnon beat Hopman and Willard in the doubles final 6-3, 7-9, 6-3. Cochet played one of the most brilliant games of his career.

Our Sports Diary

LOCAL

Lawn Tennis—Saturday—"B" Division—M.B.K. v. C.S.C.C., Recreio v. U.S.R.C., K.C.C. v. C.R.C., Nippon Club v. R.E.S.C., H.K.C.C. v. I.R.C., Y.M.C.A. v. C.C.G., University T.C. v. S.C.A.A. "C" Division—K.I.T.C. v. F.C., C.S.C.C. v. Recreio, H.K.C.C. v. I.R.C., G.T.C. v. K.C.C.

Lawn Bowls—Saturday—Division I—Taikoo R.C. v. Craigengower; Civil Service v. Kowloon C.C.; Police v. Kowloon Dock R.C.; Recreio v. Kowloon Bowling G.C.; Division II—Craigengower v. Taikoo R.C.; Kowloon C.C. v. Civil Service; Kowloon Bowling G.C. v. Recreio; Electric R.C. v. Yacht Club.

Football—June 30—Annual Meeting of Football Association.

Racing—Saturday—Postponed Extra Race Meeting.

September 27—Seventh Extra Race Meeting.

October 10 and 11—Eighth Extra Race Meeting.

Water Polo—Friday—1st Division—C.B.C. v. Chinese Athletic; 2nd Division—12th Heavy Battery v. V.R.C.

Monday—1st Division—Kowloon S.C.; 2nd Division—Kowloon v. University.

HOME

Racing—June 18—Royal Hunt Cup, Ascot.

June 18—Royal Hunt Cup, Ascot.

June 19—Gold Cup, Ascot.

Cricket—June 13-17—First Test Match.

June 27-30—Second Test Match.

July 7-9—Oxford v. Cambridge.

Golf—June 16-21—Open Championship, Hoylake.

Tennis—June 23 to July 5—Championships, Wimbledon.

Rowing—July 2-5—Henley Regatta.

Athletics—July 4-5—Amateur open World Championship, Stamford Bridge.

WATER POLO.

Weak Navy Team Trounced.

In the Water Polo League, the V.R.C. "A" team easily defeated the Royal Navy last evening, scoring no fewer than four goals in the first half and one in the second.

Stewart drew first blood for the home team almost within a minute from the start. Roza Pereira added the second point with a good shot, and Laing added two more before the closing stage of the first moiety.

The Navy team had no combination and the forwards were playing a half-hearted game.

The final score was 5 to 0. The teams were:—

Do not miss
A
FITZSIMMONS - DEMPSEY
DREAM
by
ROBERT EDGREN
(Topical Times)
In To-morrow's
China Mail

V.R.C. "A."—Silva-Netto, Soares, Weill, Stewart, Laing, Giffins and Roza-Pereira.
Royal Navy—Lake, Beer, Moore, Pearson, Sullivan, Francis and Bonning.

Kowloon v. Somersets.
The "B" string of the Kowloon and Somersets teams also met and resulted in a victory for the soldiers by 4 goals to nil.

The teams were:
Kowloon—"B."—Clarke, Harvey, E. Murphy, J. Pearce, Spares, Padgett and J. Murphy.
Somersets—"B."—Siddons, Dolley, Morris, Fox, Seymour, P. Pikes and Hill.

THEY'LL KILL CARNERA.

GIANT BATTLER WAS PIANO MOVER AT 12.

Rome, May 15. "I am afraid they will kill him between them," said Signora Giovanni Carnera, mother of the giant Italian boxer, Primo Carnera in an interview with a correspondent of a Rome newspaper at her home in Seguala, in the North Italian province of Udine, when speaking of her famous son and his boxing opponents. Signora Carnera related several anecdotes about Primo and gave a brief story of his early life. The boxer weighed 12 pounds when he was born and before he was three years old he turned the scale at 30 pounds. "He always had a terrible appetite," said Signora Carnera, "and in those days when he was a lad, we were badly off. Our house passed under Austrian occupation during the war, and little Primo was extremely difficult for us."

"If we sent Primo to the Baker to get the family's bread, it was a certain thing that the great hungry boy would help himself to a loaf or two while bringing it home. Nor could we blame him, for we were all under-nourished in that terrible time."

Signora Carnera then related how Primo emigrated to France, joining a travelling show as weight-lifter and wrestler. The circus failed and Primo found himself without a job.

It was then that the Frenchman Monsieur Lungau offered him work in his carpenter's shop.

Touching the question of Primo's French naturalization Mrs. Carnera stated that this was one of the most painful episodes of her life.

"You cannot imagine how the news of Primo having taken out French naturalization papers upset me. I would have preferred to see him dead. Fortunately the thing has come all right now, and it is clear that someone took advantage of my son's ignorance of such matters and traded on his simple good nature."

The Carnera family is an old established one in the Friuli district, much respected and looked up to by the inhabitants of the village of Seguala.

The Carnera house is frequently visited by strangers, attracted by the legendary fame of the giant boxer.—United Press.

CLUB CRICKET.

Missionary Work of Wandering Sides.

One of the most delightful features of the club game is the cricket provided by teams such as the Sussex Marbles, Devon Dimplings, Hampshire Hogs, and Somerset Stragglers, to mention only a few. The names of such clubs are a sheer delight, and the work they do among the schools is of inestimable value.

These clubs are of particular interest to many, for so frequently they have the assistance of some well-known player, who in his heyday was one of the outstanding personalities of his county team. Take the Somerset Stragglers, for example. John Daniell played for them several times last summer, but more remarkable still, A. E. Newton, who was born in 1862, and played for Somerset in their minor county days, kept wicket for them in some half-dozen matches, on several occasions taking E. V. H. Hill, who is distinctly fast.

Club cricket is full of such splendid veterans, which reminds one that Stanley Colman, who is stated to have scored over 100,000 runs and over one hundred centuries, during his remarkable career, is again turning out for the Wanderers. How many remember that he and Bobby Abel made their initial appearances for Surrey in the same match? As it was against Nottingham it was a severe test for two young players. Before leaving the veterans, one must make a passing reference to "W. W. (Billy)" Williams, who, although he has just celebrated his seventieth anniversary, is looking forward to a full season's cricket. Last year, his innocuous-looking stumps accounted for over 100 wickets.—A. W. T. Langford in Morning Post.

COUNCIL "REFORM."

At a meeting of the Straits Settlements (Singapore) Association held on May 22, it was resolved that the Straits Chinese British Association, the Eurasian Association, the Indian Association and the Chinese Chamber of Commerce should be written to with the object of ascertaining their views as to the desirability of otherwise of Council Reform.

ILLUSTRATED I

ILLUSTRATED II

ILLUSTRATED III

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A WEEK'S PAPERS IN ONE.

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Currency continues to form the principal topic in the Colony, and although there has been a very slight rise in the dollar the movement in favour of stabilisation is gaining in force. Two important Chinese Banks have closed their doors, whilst there have been runs on other two prominent Chinese Banks. The week's developments are fully reported in the OVERLAND CHINA MAIL.

The subject of the flush system of water closets has been fully discussed by the Sanitary Board, the opinion of the China Mail being quoted by the Chinese leader of the debate. A concise report of the discussion and decision is given in the OVERLAND CHINA MAIL.

The last page has been closed of the tragedy on board the S.S. Tandu on a recent voyage from Australia when a Chinese cook was killed by a Japanese passenger. The latter was tried at the Assize and found guilty of manslaughter, a verdict with which the Puisne Judge disagreed. The trial is fully reported in the OVERLAND CHINA MAIL.

Deep appreciation of the response made by the public of Hong Kong to the appeal by the local branch of the Navy League on behalf of the dependants in the Sepoy naval disaster—following the first suggestion of a public fund made by the China Mail—is contained in a letter received from Admiral Sir Arthur Wastell, Commander-in-Chief of the China Station by Mr. A. L. Shields, President. This letter and others in a similar strain are reproduced in the OVERLAND CHINA MAIL.

Much interest is being taken in a claim instituted by Messrs. Andersen, Meyer & Company against the Hong Kong and Shanghai Hotel in connection with the Ice Cream Hardening Room and other creamery machinery installed at the Peninsula Hotel and also for a refrigerating plant installed at the Hong Kong Hotel. The amount of the claim is \$25,385.20. Defendants are counter-claiming for alleged damages suffered as a result of the alleged unsatisfactory working of the plants. The proceedings are fully reported in the OVERLAND CHINA MAIL.

As usual local sports are dealt with by experts, forming an intelligent guide to friends outside the Colony.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folk at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail." The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, of \$3.75 for three months, the "Overland China Mail" will be by which to get mail Home. In sent Home for you every week, the march of time the "Overland" catching the mail regularly. "It China Mail" has become the only contains just the news, features weekly news budget which has a and pictures from the daily "China" coloured pictorial supplement with Mail" that make a studied appeal local photographs. It is made just "people" with any interest to suit requirements, as it has done whatsoever in Hong Kong and all along. What more could be many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings. For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail." The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, of \$3.75 for three months, the "Overland China Mail" will be by which to get mail Home. In sent Home for you every week, the march of time the "Overland" catching the mail regularly. "It China Mail" has become the only contains just the news, features weekly news budget which has a and pictures from the daily "China" coloured pictorial supplement with Mail" that make a studied appeal local photographs. It is made just "people" with any interest to suit requirements, as it has done whatsoever in Hong Kong and all along. What more could be many letters from Home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings. For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

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INWARD MAILS

From THURSDAY, JUNE 12. Per
Shanghai and Europe via Siberia (London, May 24) Koenigsberg
FRIDAY, JUNE 13.
Japan and Shanghai Mishima Maru
Japan and Shanghai Fushimi Maru
Europe via Negapatam (Letters only, London, May 15) Hong Hwa
SATURDAY, JUNE 14.
Shanghai & Swatow Shantung
U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 16) President Johnson.
MONDAY, JUNE 16.
Europe via Negapatam (Papers only, London, May 15) Kutsang
London (Parcels, May 8), and Straits Fyrihus
Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., May 29) Empress of Asia
U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 23) President Lincoln
TUESDAY, JUNE 17.
Japan Aki Maru
Australia and Manila Andre Lebon

OUTWARD MAILS

For THURSDAY, JUNE 12. Per
Macao Sui An 3.15 p.m.
Samshui and Wuchow Tai Hing 4 p.m.
Saigon Shun Chih 4.30 p.m.
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa and *S. American Ports Rio de Janeiro 5 p.m.
FRIDAY, JUNE 13.
Calcutta via Straits Sui Sang June 13, Noon.
Parcels June 13, Noon.
Letters 1 p.m.
Halyang 1 p.m.
Swatow, Amoy & Foochow Fushimi Maru
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles (Due Marseilles, July 14.)
K.P.O. G.P.O.
Registration June 13, 4.30 p.m. Registration June 13, 5 p.m.
Letters 4.30 p.m. Letters 6 p.m.
Touane Chung Kong 5 p.m.
SATURDAY, JUNE 14.
Hoihow, Pakhoi and Halphong Menado Maru 8.30 a.m.
Manila President Johnson 5 p.m.
Foochow via Swatow Chip Shing 5 p.m.
SUNDAY, JUNE 15.
Swatow, Amoy and Formosa Hozan Maru 9 a.m.
Bangkok via Swatow Kiangsu 9 a.m.
MONDAY, JUNE 16.
Japan, Honolulu, Canada, U.S.A., C. & S. America & *Europe via San Francisco President Grant
(Due San Francisco, July 9.)
Judge Rovilla to six years' imprisonment. Registration 4.15 p.m.
Letters 5 p.m.
Shanghai and *Europe via Siberia President Grant
Registration June 16, 5 p.m.
Letters 6 p.m.
TUESDAY, JUNE 17.
Amoy Kut Sang 8.30 a.m.
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and *Europe via Marseilles Andre Lebon
(Due Marseilles, July 19.)
K.P.O. G.P.O.
Registration June 17, 1 p.m. Registration June 17, 1.45 p.m.
Letters 1 p.m. Letters 2.30 p.m.

*Superscribed correspondence only.

ARCHBISHOP ANGRY WITH POLICE.

DELIBERATELY HELPED TO CAUSE A DISTURBANCE.

"LIBELS" AGAINST CHURCH.

Malta, Yesterday. Grave accusations against the Police and the Prime Minister of Malta, Lord Strickland, are made by Archbishop Catta of Malta. He has sent in a strong protest to the Governor (General Sir John Du Cane), against the action of the Police on the occasion of the "popular demonstration" of Catholics during Whitsun.

The Archbishop accuses the Police of giving the demonstrators every chance of creating a disturbance. He invites the Governor to give its assurance to the Vatican that "the future action of the Police will be such as to inspire full confidence, regardless of the interests of the persons on whom the Police depend, and whom it may suit to stage an artificial situation in the country."

The Archbishop also "deeply regrets" that the Governor should so far have forgotten himself as to have allowed the Government Gazette to be used to enable Lord Strickland to publish a series of "libels" against the Church and the clergy.—Reuter.

CAPTAIN MISLED.

Flying the Yellow Flag Case.

NOMINAL FINE IMPOSED.

To-day Capt. Green, master of the s.s. Newchwang, was summoned before the Marine Court to answer to charges of (a) "failing to fly and keep flying a yellow flag (letter Q) on the Newchwang, the said ship being a healthy vessel on entering the waters of the Colony at about 8 p.m. on June 9," and (b) "failing to proceed at once to the Quarantine Anchorage on entering the harbour. Capt. Green pleaded guilty.

His Worship—Have you anything to say in mitigation of those offences?

Defendant—Yes. Defendant explained that when he entered Amoy he had the yellow flag flying but was told there that it was not necessary. When he entered Hong Kong on June 9, he thought the same regulation applied here and he therefore did not fly the yellow flag.

His Worship (Comdr. G. F. Hole) thought defendant had been misled.

He imposed a nominal fine of \$5 on the first count and \$10 on the second.

CHINESE TRIED.

Tomas Tiong Appears in Embezzlement Case.

Manila, June 6. The trial of Tomas Tiong, Pasay Chinese merchant, on charges of embezzlement involving approximately P136,000 belonging to the China Banking Corporation, was resumed yesterday before Judge E. P. Revilla, of the city court of first instance.

The defendant is charged together with Alijo Tupas and Arturo Hernandez, former bookkeeper and assistant bookkeeper, respectively, of the China bank. Alijo Tupas pleaded guilty to the charge upon arraignment and was sentenced by Judge Rovilla to six years' imprisonment. The trial of Hernandez is still pending.

At the continuation of the trial yesterday, Jose Daman, chief accountant of the China Banking Corporation, was called to testify for the prosecution represented by fifth assistant City Fiscal Francisco Albert. Attempting to testify on the accounts of the accused, the testimony of the witness in the cross examination was blocked by the prosecution on the ground the books covering the defendant's accounts with the bank was better evidence.

The trial will be resumed tomorrow.—Manila Bulletin.

COMMANDEERING OF CARS.

TIENTSIN G. H. Q.'S STATEMENT.

Tientsin, May 31. In connection with the commandeering of motor-lorries and trucks in the ex-Austrian Concession, an official statement issued by the Tientsin Garrison Headquarters says that the local military authorities have received instructions from General Yen's Headquarters ordering the "hiring" of a number of motor-cars and freight lorries for the transportation of military supplies between Tientsin and Tsangchow for a period of three or five days.

The acting Garrison Commander of Tientsin, General Yuan Tsang-ching, the Chief of the City Police, General Tseng Yen-yi, and Mayor Tsui had discussed this subject. It was decided to set a number of regulations governing the "hiring" of the captured vehicles, and the Native City Police began to collect them from Thursday.

It is fixed, according to the statement, that if any loss or damage happens to any commandeered vehicles, compensations or repairs will be undertaken by the authorities and the chauffeurs are to be paid at the rate of a dollar per day.

This is confined only to freight trucks and lorries, and sedan chairs and vehicles owned by foreigners for private use or commercial purposes are not included. Those which have already been involved are to be returned to the original owners, says the statement.

It is understood that the lorries belonging to foreign firms referred to in yesterday's report have now been returned to the owners by the Chinese authorities.—P. & T. Times.

The China Mail

every WEDNESDAY AND SATURDAY.

Do not miss — "SECOND SLIP'S" exclusive CRICKET ARTICLES

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Have You Heard?—

"George," said Hilda, looking up from the morning paper; "it says here that another octogenarian's dead. What are octogenarians?"

"Well, I don't know what they are, but they must be very sickly creatures. You never hear of them but they are dying."

Burglar (caught in the act): Just like my luck! After six months' making friends with the dog, I goos and stands on the bloomin' cat!"

Herbert had read in the morning paper of Arthur's engagement to Zoe. After breakfast he strolled round to congratulate his friend. To his amazement he found Arthur in a raging temper.

"What's the matter, old man?" he asked. "You oughtn't to be looking like this."

Arthur took up a diamond ring. "It's that wretched jeweller," he explained. "I told him to engrave 'From A. to Z.' on the inside of this—and he's put in the whole alphabet!"

"When I was a little boy," said the sergeant-major, sweetly, "my mother told me not to cry when I lost my wooden soldiers. 'Some day, Johnny, dear,' she said, 'you will get those wooden soldiers back.'"

Then, with a full parade-ground roar, he added: "And, believe me, you wooden-headed scarecrows, that day has come!"

First Old Gossip: What is the new minister like? I have only seen him once.

Second Ditto: Every time he preaches he makes an appeal for something or other.

First O.C.: Is that so? I heard he was wicketkeeper in his school team.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/3 3/4
Bank, on demand 1/3 3/4
Bank, 4 months' sight 1/3 3/4
Credits, 4 months' sight 1/4 3/4
Documentary, 4 months' sight 1/4 3/4
On Paris—
On demand 79 7/8
Credits, 4 months' sight 87 1/2
On New York—
On demand 31 1/4
Credits, 60 days' sight 32 1/2
On Bombay—
Wire 86 1/2
On demand 86 1/2
On Calcutta—
Wire 86 1/2
On demand 86 1/2
On Singapore—
On demand 55 1/4
On Manila—
On demand 62 1/2
On Shanghai—
On demand Taels 80
Dollar 10% dis.
On Yokohama—
On demand 63
Silver (per oz.) 15 7/16
Bar Silver in Hong Kong 3 1/4 prem. nom.
Copper Cash Nominal.
Copper Cents 3% prem.
Rate of Native Interest 4% p.a.
Chinese Sub. Coin 24 1/2% dis.
Hong Kong Sub. Coin 1/4% dis.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.74
New York 4.85 11/16
Brussels 34.815
Geneva 25.055
Amsterdam 12.885
Milan 22.96
Berlin 20.365
Stockholm 18.10
Copenhagen 18.155
Oslo 18.15
Vienna 34.455
Prague 104%

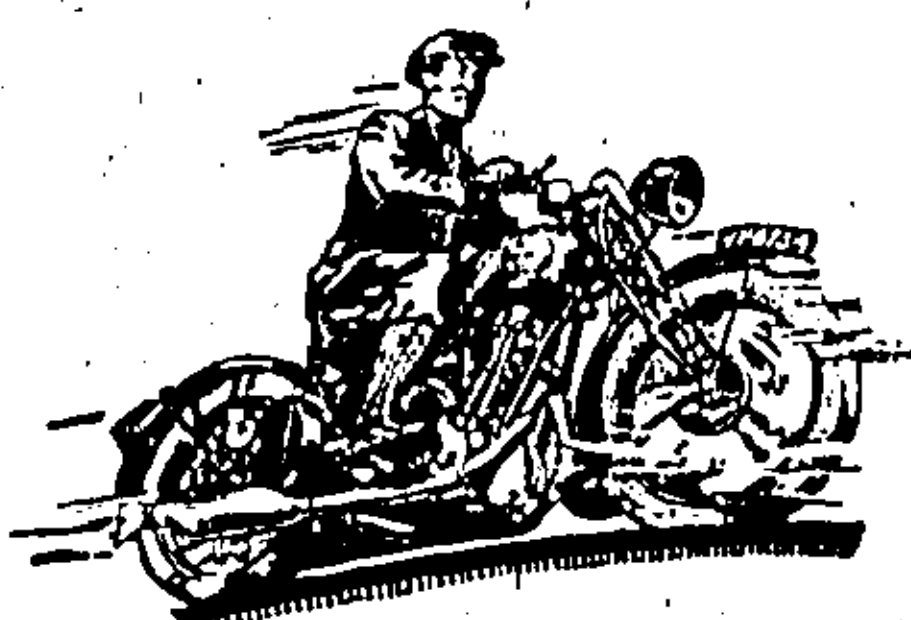
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 12th June, 1930.

STOCK	Buyers	Sellers	Sales	Nov.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1535			Dec.		Final 21 s/o 1929 for 1929, at 17 1/2—giars Feb. 24, 30
Chartered Bank		17 1/2		Dec.		Final 7 1/2 bonus 5 1/2 free 1/2 tax s/o 1929 Apr. 3, 30
Mercantile Bk., A.B.		12 1/2		Dec.		Final 2 1/2 s/o 1929 less 1/2 tax Apr. — 30
Bank of Asia		12 1/2		Dec.		25 for 1929, Feb. 28, 30
Insurance.						
Canton Ins.		950		Dec.		Final 27 for 1929 Interim 18 s/o 1929 for 1929 and 1929 May 15, 30
Union Ins.	475	470		Dec.		Final 10 s/o 1929 Interim 24 s/o 1929 May 30, 30
China Underwriters	8			Dec.		None
China Fire Ins.	400			Dec.		Final 20 bonus 80 Interim 20 s/o 1929 for 1929 May 30, 30
H. K. Fire Ins.	955			Dec.		Final 10 s/o 1929 for 1929 Mar. 23, 30
Shipping.						
Douglas	23			Dec.		Last dividend for 1929, Mar. 4, 30
H. K. Steamboats	30			Dec.		Final 22 s/o 1929 on preferred for 1929 and 1929 June 10, 30
Indo-China (Pref.)	48			Dec.		Last dividend for 1929, Mar. 10, 30
(Def.)	40			Dec.		Final 22 s/o 1929 on preferred for 1929 and 1929 Pending
Shell Transport	963			Dec.		Final 22 s/o 1929 on preferred for 1929 and 1929 Pending
Union Waterboats	83			Dec.		Final 22 s/o 1929 on preferred for 1929 and 1929 Pending
Mining.						
Benguet	8 1/2			Dec.		Interim 15 cents s/o 1929, Apr. — 30
Kailan Mining Ad.		41 1/2		June		Interim 1/2 free 1/2 tax Coupon No. 37 year 30-3-30 June — 30
Langkat (Comb.)		13.10		Oct.		T. 0.50 for year 31-10-30 May 8, 30
(Single)		9		Dec.		None
Shai Exploration	1.80			Dec.		None
Loans	6 1/2			Dec.		Last dividend for 1929, Mar. 31, 30
Raua	25 1/2			Dec.		Final 10 s/o 1929 on preferred for 1929 and 1929 Pending
Tromb Mines	21 1/2			Dec.		Interim 4 1/2 s/o 1929 Mar. 31, 30
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	17 1/2			Dec.		20 for 1929, Mar. 13, 30
H. K. & W. Docks	40 1/2			Dec.		Last dividend for 1929, Mar. 13, 30
China Provident	5.00			Dec.		Last dividend for 1

MOTORISTS—THIS IS YOUR PAGE

Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL

WHICH CHARACTERISES

1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

DERBY DAY ROAD DANGERS.

MINISTER ON "ANIMATED IRONMONGERY."

The Minister of Transport (Mr. Herbert Morrison), at a meeting of the Standing Committee of the House of Commons, which is considering the Road Traffic Bill, on May 3 expressed the urgent need for keeping "animated ironmongers" off the roads on days such as Bank Holidays, Derby Days and Cup final days, when the roads were congested with traffic.

An amendment moved by Colonel Howard Bury (C. Chelmsford), and supported by Colonel Wilfrid Ashley, Minister of Transport in the last Government, sought to exempt from the provision of the Bill regarding public service vehicles those vehicles used only for occasional seasonal journeys.

Supporters of the amendment stressed particularly the cases of men who took their vehicles out to convey people to the Derby, the Cup Final, and to resorts on Bank Holidays.

"I cannot see," replied Mr. Morrison, "that a man who brings out his vehicle on such days is any less in need of public control for that day than the man who has got a regular public service vehicle licence. There is a great deal to be said for the view that there is need for particular control on such days."

"Amendments are inevitable, and we certainly do not want to run the risk of what one might call 'animated ironmongery' coming on to the roads on such occasions." Eventually the amendment was withdrawn.

HEIR TO MILLIONS.

Grandson of the Dodge Motor-Car King.

The birth of a son and heir to Mrs. Muriel Dodge, wife of Mr. Horace Elgin Dodge, at Lady Carnarvon's home in Portland-place, W., is announced.

The baby is an heir to millions. Mr. Dodge is a son of the famous motor-car manufacturer.

His father and uncle began their careers as mechanics in Mr. Henry Ford's motor works.

Then they started a motor-car company of their own and made a huge fortune.

They died within a few years of each other.

Five years ago the widows of the brothers sold the Dodge Company to a New York syndicate for \$40,000,000.

Mr. Horace Elgin Dodge married Miss Muriel Dorothy Sisman, of Park-lane, W., in May, 1928. He was described in the application for a wedding licence as a "speed-boat manufacturer."

The son is to be named David Elgin.

CAR TRANSPORT.

Freight Ships' New Record.

Freight ships in the Great Lakes Fleet of the Ford Motor Company set a new record last year when 3,117,495 tons were carried, the company recently announced. This was an increase of nearly 500,000 tons over 1928 and nearly 1,000,000 tons over 1927.

Coal comprised the bulk of the shipping. It is hauled by rail from the Ford mines in Kentucky and West Virginia to Toledo where it is transferred to the boats for shipment to the Rouge Plant at Dearborn, the coal storage docks at Duluth, Minn., and the company saw mills at L'Anse, Mich.

On return trips from the Upper lakes, Ford ships carry from ore, limestone, cement and copper.

Four barges belonging to the company transport lumber from the Ford forests in northern Michigan to the plants at Dearborn.

BRITISH CARS ABROAD.

POPULARITY OF BABY AUSTIN IN SINGAPORE.

Though motor-car share values have reacted this week on profit-taking, they remain above pre-Budget levels. The rise in Austin Motors ordinary, in the last eight weeks, from 7s. 3d. to 35s. 6d., is of special interest in view of the efforts now being made to extend British car sales in foreign markets, says the Financial News.

A recent traveller in the East has remarked to the writer on the fact that while American cars are easily first in the field at such places as Colombo and Rangoon, a stranger is struck by the large number of Austin "Baby" cars to be seen in the streets of Singapore. This statement bears closely on a point which might well be considered by all British car manufacturers. It is generally assumed that a heavy vehicle, of fairly high horse-power, alone has much chance of competing in Empire and other overseas markets. The manufacturer, in fact, has in mind a long-distance car, capable of negotiating the rough going of most "highways" in new and relatively undeveloped countries.

But this view overlooks the consideration that an immense number of large and wealthy cities abroad have many miles of well-made streets, and a population which is capable of being educated up to the use of small and handy motor vehicles. The latter need not be made to stand rough usage, but the cheaper they are—to buy, and to run—the better, particularly as petrol is dear in some foreign countries.

Austin Motors is one of the companies which has already appreciated this possibility, and is reaping the first-fruits of its foresight.

DODGE ENGINEERS.

Fit Trucks to Hauling Jobs.

Fitting motor trucks to the enormous task of hauling the world's goods is the fascinating but complex job of transportation engineering, faced daily by trained experts in the truck division of Dodge Brothers. Actually to build and assemble the component parts of a motor truck is relatively a simple job, but the proper application of truck transportation to the manifold hauling needs of all countries and all kinds of business is an exact science to which much has been contributed by Dodge Brothers transportation engineers.

With its present line of four-and-six cylinder trucks, adaptable to an almost endless combination of capacities, wheelbase lengths, gear ratios, tyre sizes, etc., Dodge Brothers meet 96 per cent. of all hauling needs, a real achievement in the application of transportation units, and one that could not have been accomplished without research and experimentation extending over a long period of years and involving the use of motor trucks in all kinds of work in practically every part of the world.

Truck operators have contributed immeasurably to the success of Dodge Brothers progress in the application of trucks to the work that is required of them by supplying basic facts and figures pertaining to the efficient use of trucks in all lines. Through the fusion of truck operators' knowledge and the results of incessant research, the design of Dodge Brothers' trucks has been steadily improved, and made adaptable to an ever-increasing range of operation.

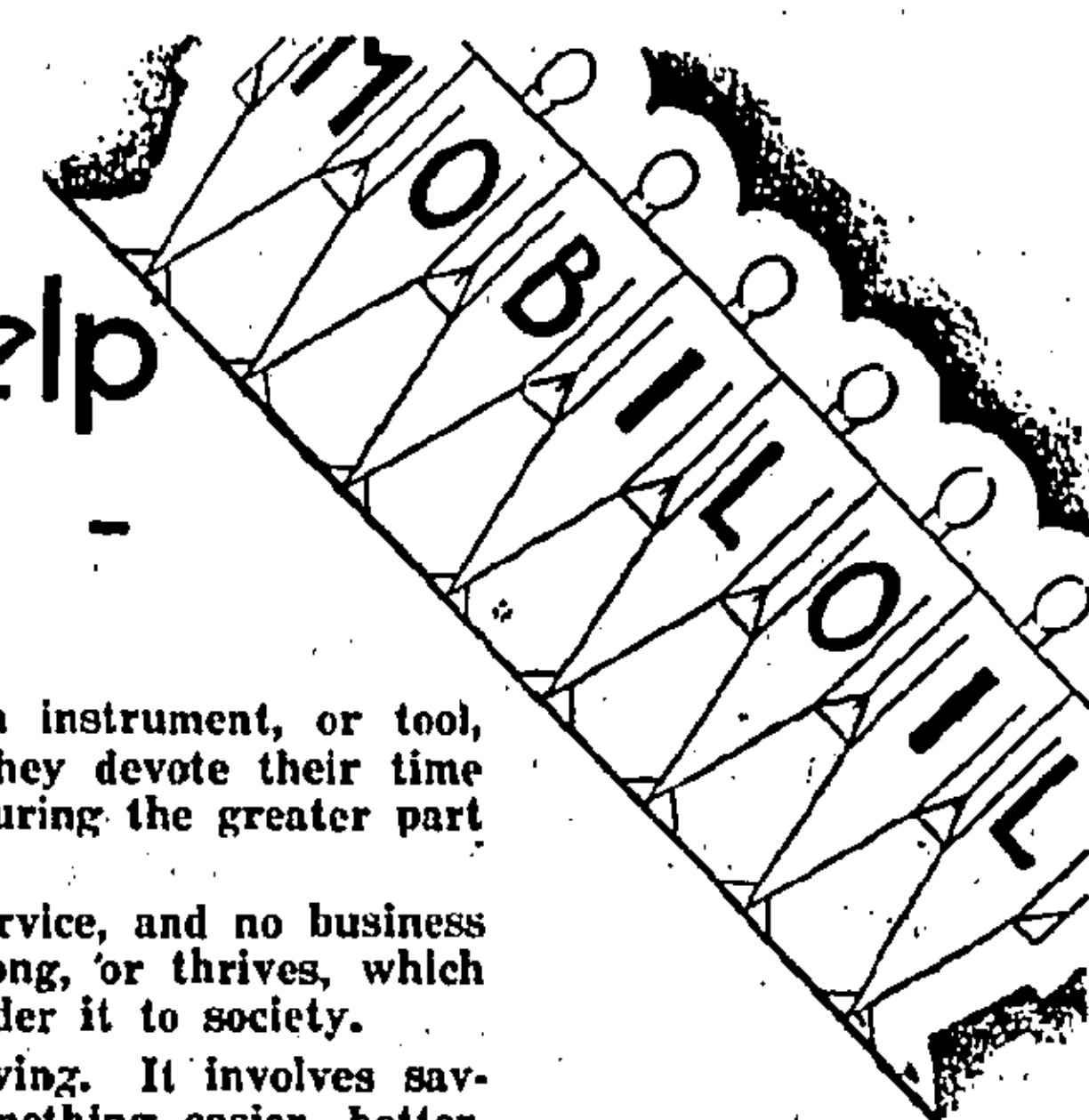
Weights and measurements of practically every commodity that comes under the classification of freight are carefully tabulated by Dodge truck men. This material is being constantly studied in its application to size, capacity, and construction of motor trucks. Hardly a day passes but what some notable stride has been made in engineering motor trucks with mathematical exactness to the ever-widening scope of modern motor vehicle transportation.

In addition to the constant efforts to increase and improve the number of sizes and capacities falling under standard specifications, the special equipment division is always busy building trucks to order for hauling jobs of a peculiar nature. Usually the trucks designed and equipped in this division must of necessity be confined to a specialised field of operation.

PROMPT REPAIRS

FIAT GARAGE
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IN order to get money, men have an instrument, or tool, which we call business, to which they devote their time and are concerned with and intent on during the greater part of their active lives.

Business, fundamentally, runs to service, and no business institution, large or small, lasts very long, or thrives, which does not, in some measure at least, render it to society.

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Goodrich talks more mileage at less cost (saving money); Ivory Soap of convenient cakes (doing a thing better); Old Dutch Cleanser of cleaning speed (doing the work faster, and easier).

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As Gargoyle Mobil Oil is the most economical and efficient motorcar engine lubricant it is associated with SAVING and with MONEY, and also with the words associated with SAVING and MONEY. Can you, therefore, particularly when we offer definite proof that Gargoyle Mobil Oil is the most efficient and economical motorcar engine lubricant, afford to take risks with another oil unless you know for a fact that the other oil is giving the service Gargoyle Mobil Oil is capable of giving?

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Vacuum Oil Company

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
VAUXHALL.—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

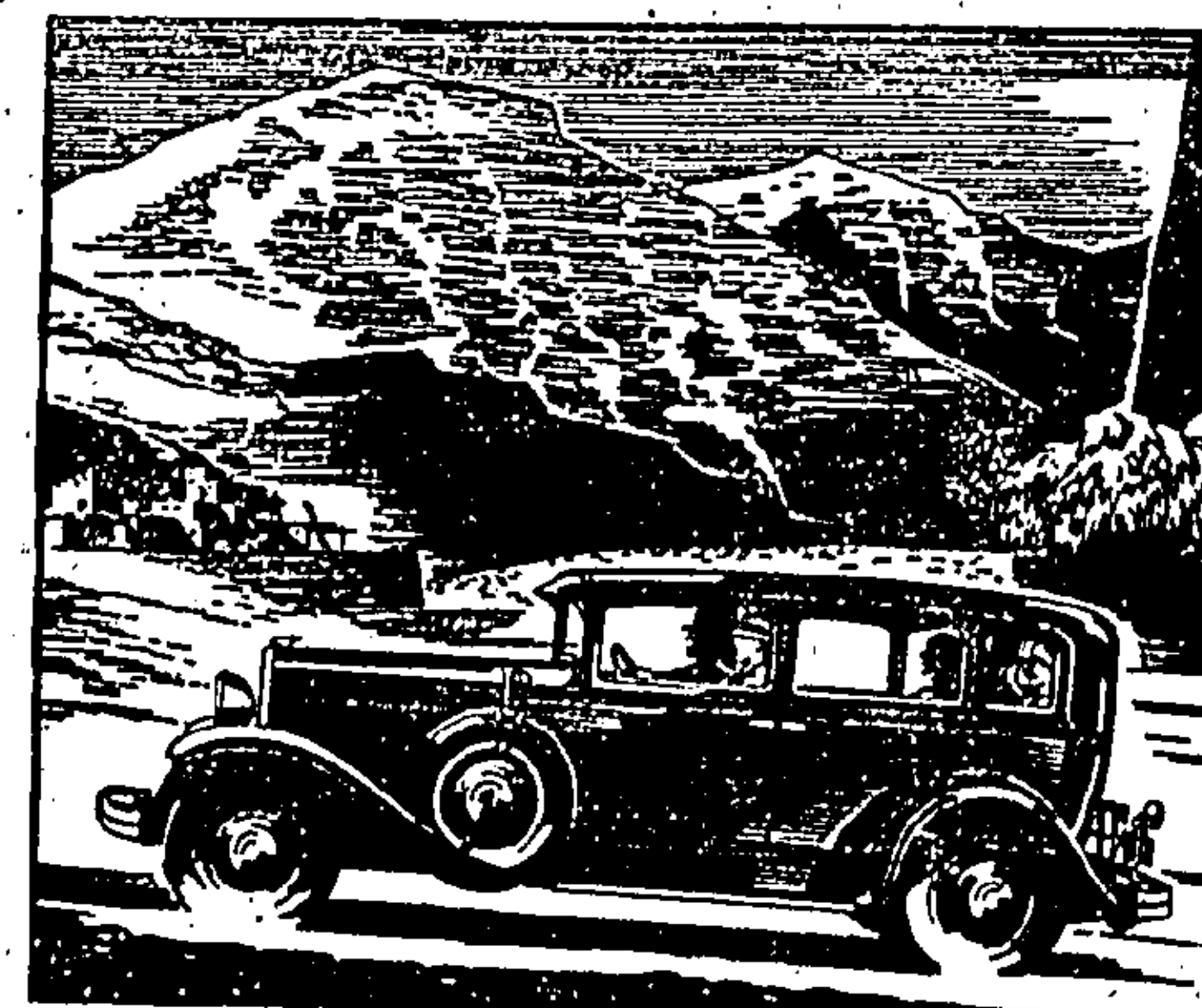
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

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The new Multi-Range Chryslers have brought into existence a new kind of thrilling performance—faster car speed at SLOWER engine speed; amazing acceleration and smoothness; new ease and swiftness in hill-climbing—the result of many basic engineering improvements.

Never before have you known such ease of gear-shifting—nor such responsive performance. You shift gears faster—with a mere flick of the wrist—and without clashing at any speed.

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AMERICA'S CHIEF INDUSTRY.

MOTOR-CAR CONSTRUCTION MOST IMPORTANT.

(By W. J. McAneeny, President, Hudson Motor-Car Company.)

The annual automobile shows displaying complete lines and remarkable advances in design and construction are usually the opening guns of prosperity's new year. They will be so again this year.

These 1930 shows will demonstrate again that the automotive industry is not only the leader of American prosperity from the standpoint of dollar value—but is also a leader in development to meet the demands of the people.

This year's displays are brought together by a group of manufacturers who employ in their plants and directly allied lines, 4,500,000 people, whose invested capital is \$4,000,000,000, who are among the largest users of steel, coal, glass, lumber, aluminium, leather, paint, copper and textiles.

Billions of Dollars Involved. Thus it is apparent that billions of dollars are involved in this amazing industry, and not a person in the country is not affected by it, for it has increased the business horizon ten-fold and multiplied the earning capacity of each until the wages paid in the United States are the envy of the world.

Approximately 15,000,000 are directly dependent upon the automotive industry—and they are the highest paid group of that size in the world. There are 25,000,000 cars and trucks running in the United States to-day. The value of motor vehicles produced in the course of the year approximates \$4,000,000,000 and the parts, accessories and supplies for motor vehicles already on the road total in excess of \$6,500,000,000.

More than \$925,000,000 were paid in taxes by the motor vehicle in 1929. Twenty-seven States have manufacturing or assembly plants. There were 7,500 automobile retail plants constructed last year in 37 States.

Develops Other Industries.

The great petroleum and rubber industries have developed largely to serve the automotive industry. The industry is the greatest customer of the country's railroads, the annual automobile freight exceeding 3,500,000 carloads. The merchandising and maintaining of automobiles employs 3,000,000 persons.

I cite these figures merely to show the size of this amazing giant among industries, and to give some idea of the huge resources in millions and manpower that have been concentrated upon producing the cars that will be on view at these annual shows.

Out with the old—on with the new is, and for years has been, the record of automobile development. Money is provided for expansion to replace old machinery, for research, in abundance and willingly that the utmost value may be given the motorist for his money. And this year the manufacturers have excelled themselves.

"Greatest Shows on Earth."

More new cars, more new models than have ever been introduced at one time will be seen. "I can, and will, borrow a phrase from the circus men and say with every confidence that this year's automobile shows are the greatest shows on earth."

Leader in exports; furnishing a necessity to business and social relationship; saver of time; multiplier of ability and opportunity; destroyer of distance and obstacles—the automobile places at the command of everyone in America a continental expanse of scenery, enjoyment and education.

The automobile offers an expression of freedom which is in no other way possible.

With eight million people employed in the industry supporting at least one third of the population of the country, we can rely upon a public interest which justifies our great national show and necessitates the quick reaction to the public demand.

These automobile shows outdo any previous automotive exhibitions, quality and style going hand in hand—and dollar value greater than ever before.

WHAT CYCLING HAS DONE.

Sir Harold Bowden did well in his "talk" from Savoy Hill the night before Easter to draw attention to the debt the nation owes to cycling. For nearly a hundred years prior to the introduction of the bicycle, he pointed out, greater and greater masses of humanity had been exchanging the natural life of the country for the crowded and artificial existence of the towns. Millions of people had never seen a cow grazing on green pastures, never seen wild flowers growing, never gazed from the top of a hill over a sleepy valley, never seen a lazy stream drift under grey stone bridges—hardly ever seen a blue sky. Minds were warped by bricks and mortar, stunted and enfeebled for want of sun and air. The coming of the bicycle changed all this. It was the First Great Emancipator. The modern love for the countryside had all sprung from the roaming habits of the early cyclists. They taught a new gospel, yet as old as the hills, that God gave the country and man made the towns. And now that we all rush to the country at every opportunity remember that it was the bicycle which first created the desire.

7,500 MILES TREK.

Severe Test for British Cars.

"It is a long time since John Sebastian Cabot set out from Bristol on his famous voyage to America; but soon a direct lineal descendant of his—Francis Philip Cabot—will follow his ancestor's traditions by blazing a trail across the wildest parts of Africa," says the S. Wales Echo.

He also will start from Bristol. With a "crew" of about ten persons, including two ladies, Mr. Cabot hopes to take three specially-equipped and British-built cars across the perilous wastes of the Sahara, through Central Africa, to the island of Madagascar, and to return via the Nile.

The whole journey will be about 7,500 miles. After shipping across the Straits of Gibraltar, a line will be struck as directly as possible for Lake Chad. There is no regular road, and dried river beds will act as such in this adventurous drive across the Sahara.

Tractor Wheels.

From the lake the cars, which will be fitted with interchangeable tractor wheels for difficult districts, will be driven in a south-easterly direction to Lake Victoria Nyanza, and from there the long journey south will be undertaken to Lourenco Marques.

Here the cars will be shipped across to Tamative on the East Coast of Madagascar. The island will be explored by means of a journey south, and a return trip to Matunja, then back to the mainland, by boat to Mombasa, across to Nairobi and back to the Mediterranean, by way of the Nile and Khartoum.

The last stage of the journey will be made along the Mediterranean coast from Cairo to Tripoli, Tunis, Algiers, Oran and Tangiers.

The trip will constitute about the severest test a motor-car engine could have and it is interesting to note that an all-British make of car is to be used. It will be an ordinary standard model, with a body specially built for tropical climate, and, of course, special wheels for surmounting the rigours of the track.

Waterfall "Talkie."

For the first time sound apparatus for making a "talkie" film will be taken into the wilds of Africa, and opportunities will abound for taking "talkies" of wild beasts and native dances, and for the first time in history a record will be made of the noise of the falls at Victoria Nyanza.

Wireless will be carried for reception purposes, so that a check can be kept on weather conditions ahead on the route, but so far nothing has been arranged for transmitting purposes.

6-WHEELED CHASSIS.

Good Order for Canada.

"The first two of a batch of sixteen Crossley light six-wheeled chassis—nine of which are for the Canadian Government and seven for the British War Office—were severely 'put through their paces' recently on a stretch of moorland bordering on Cheshire and Derbyshire," says Motor Transport.

The chassis were the 20-30 cwt. light rigid six-wheelers (B.G.V. type 3, series 2) with the normal bogie construction and semi-forward control. These machines have a four-cylinder engine (89 x 149 mm.) with detachable head, three-bearing crankshaft, and dry-sump lubrication. The R.A.C. rating is 19.8 h.p. A four-speed gearbox is used in conjunction with an auxiliary gear box. In these six-wheeled chassis a mechanical-type pump is incorporated. The tyres—twins at the rear—are 32 x 4½

CARS BEAT TRAIN.

Race with World-Famous Express.

When the Blue Train from the Riviera, one of the most famous of Continental expresses, recently drew up dead on time at Calais, a British motor car, all plastered in mud, was parked alongside the platform.

Two young Britons, unshaven, with red-rimmed eyes and almost as dirty as the car, stood by and greeted the train with cheers. They had raced this world-famous express right from St. Raphael on the Mediterranean, and they had won by twenty minutes.

The heroes of this episode were Mr. D. Noble and Mr. F. Bennett, who had been paying a visit to the Riviera.

For twenty hours on and through all the night and half the day, these two adventurers raced the Blue Train in their gallant little car, from sea to sea across 750 miles of France.

They were at times slightly ahead of the express on schedule and well behind it at others.

While the lordly Blue Train roared along on its metals, secure from trouble, the two travellers in their motor car were handicapped by fog, level-crossings, and deep water-courses, in addition to the normal obstacles on the great highway.

The Blue Train left St. Raphael at 6.30 p.m. The motor car, a two-litre six Rover, was set in motion at the same time.

Between St. Raphael and Brignoles, where road and rail run parallel, there was an actual neck-and-neck race between the car and the train.

The road was straight and clear, and the travellers had the satisfaction of seeing their modest vehicle take the lead—but their luck was out. A level crossing was ahead, and the gates were closed to let the Blue Train pass. It faded into the landscape, and was seen no more until it arrived twenty minutes after the car at Calais.

Between Macon and Avallon, just before dawn, the task seemed hopeless. Wisps of mist kept floating across the road, obstructing the driver's vision, and the speed dropped to twenty-eight miles an hour—the lowest recorded. The average speed during the run was thirty-eight miles an hour.

When dawn broke a puff of wind suddenly dispersed the fog, and the way lay clear ahead. A dead straight tree-lined road stretched as far as the eye could see.

The fuel consumption was slightly better than 21 miles per gallon. The fastest run in the hour was 48 miles and the slowest 28 miles. During the last 150 miles the car made up 20 minutes over the kilometre-a-minute schedule set by the car drivers. The total distance covered was 800 miles and the achievement was of considerable merit.

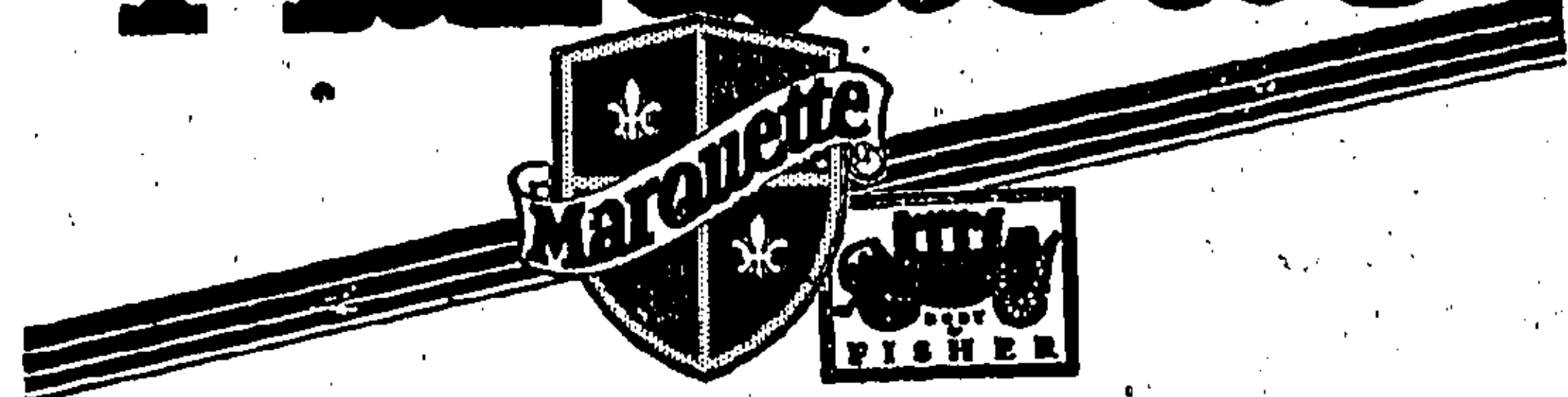
Subsequently two Britons, Mr. E. P. J. Eugster and Mr. Douglas Watson, with one companion, have, with a British car, beaten still further the Blue Train in its run from the south of France to Calais.

They left St. Raphael in an Alvis car at the same time as the train, 6.30 p.m., and arrived at Calais at 12.15 p.m. The Blue Train was not due until 3.25 p.m.

straight-sided Dunlops, with cross-barred type treads suitable for negotiating rain-sodden, boggy moorland.

On the testing ground the chassis, which were each weighted to full load, performed excellently, climbing and descending hill-sides of steeper gradient than 1 in 2, crossing ditches, and getting easily out of deep holes. The tracks were not used. On the way out to the testing ground one chassis attained a speed of 43 m.p.h.

Marquette



**BUILT BY BUICK
BODY BY FISHER
A GUARANTEE OF EXTRA
VALUE**

"Built by Buick"—only the Marquette in the moderate-price field can offer that priceless recommendation. This remarkable new six provides in every feature the unstinted goodness that has forever established Buick in the public mind as a master builder. Extra quality is everywhere—to provide extraordinary brilliance in performance, unfailing dependability in service, and unlimited satisfaction in ownership.

On its staunch and sturdy chassis the Marquette carries closed bodies by Fisher—the latest expression of the artistry and craftsmanship of the world's greatest body builder. Smart, low-slung lines—the last word in modern good taste. Interior and exterior finishes of pleasantly blending colors. Tailoring and appointments of exceptional quality and completeness. And such value

features as a remarkable new non-glare windshield, to be found on no other automobile; adjustable driver's seat; and beautiful new rubberized mohair upholstery, waterproof, dustproof and wearproof—shown for the first time on Marquette.

The great resources and unparalleled facilities of Buick and Fisher have combined to provide a greater measure of extra value than any car of comparable price offers.

At the first opportunity see and drive the Marquette. Check every feature, make every test.

The Marquette is easy to own. Talk to your dealer about it. You will be surprised at how economically you can buy a Marquette on the liberal G. M. A. C. terms.

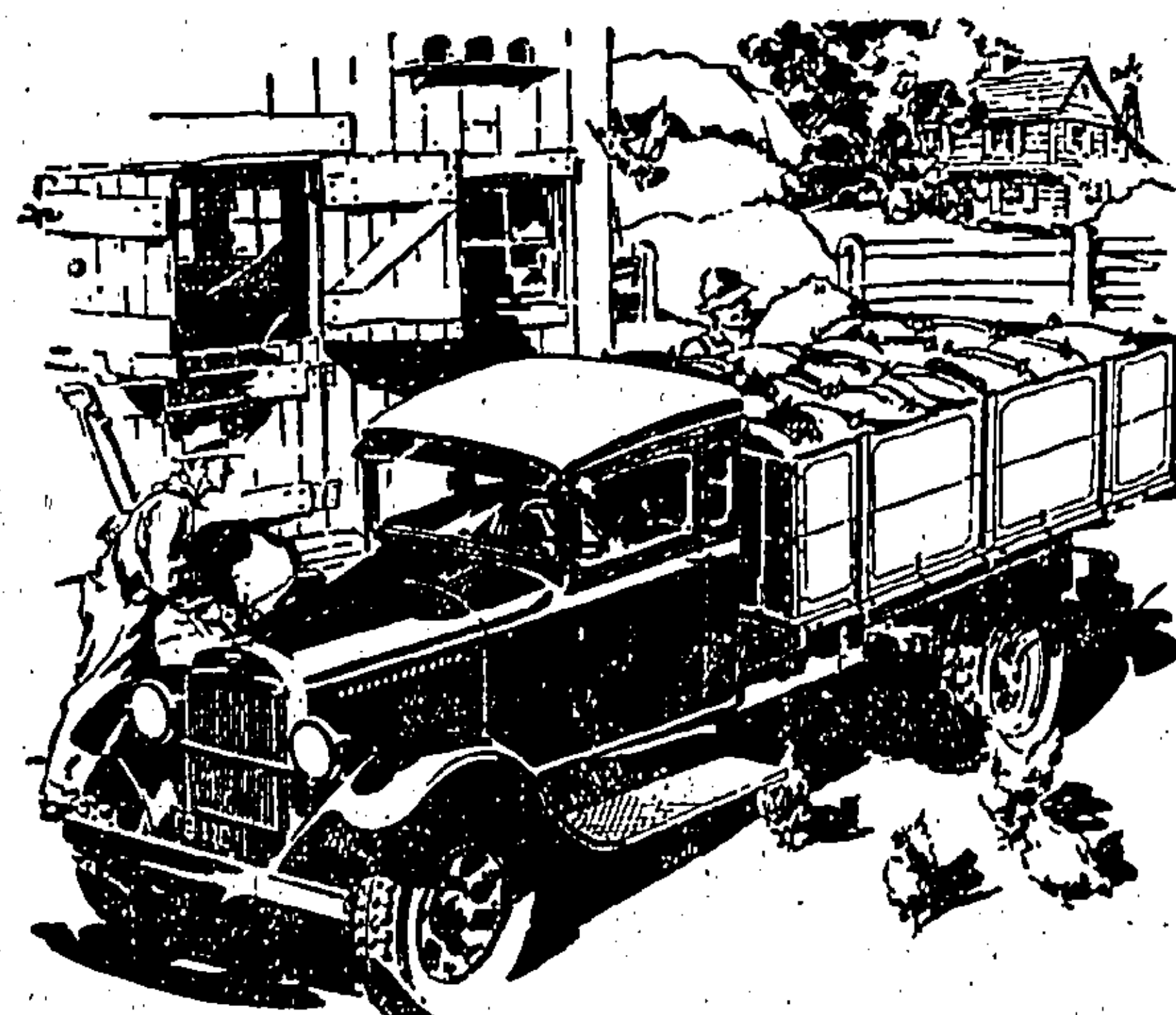
BUICK MOTOR COMPANY, FLINT, MICHIGAN
(Canadian factories: Division of General Motors Corporation, McLaughlin-Buick, Oshawa, Ont. Builders of Buick and Marquette Motor Cars)

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.



YOU CAN'T LEAVE HAULING TO CHANCE

Successful business men never stock merchandise on chance. They never price it without consideration of cost. They never rely on chance patronage. Nor should they select their trucks by hit-or-miss methods.

Business men who own Dodge Trucks—there are many thousands of them—have taken chance out of truck selection. They have proved that Dodge Trucks possess the very qualities valued by experienced truck users... power for heavy pulling—speed for time-saving hauling—dependability to serve unfailingly—economy as consistent as it is thorough—good looks you will be proud of—comfort and ease of control for the drivers.

Consult with your Dodge Brothers dealer about the size and type of Dodge Truck that will best fit your needs. You can buy it complete with body ready for service at a price as moderate as its earning ability is high.

DODGE TRUCKS

CHRYSLER MOTORS PRODUCT

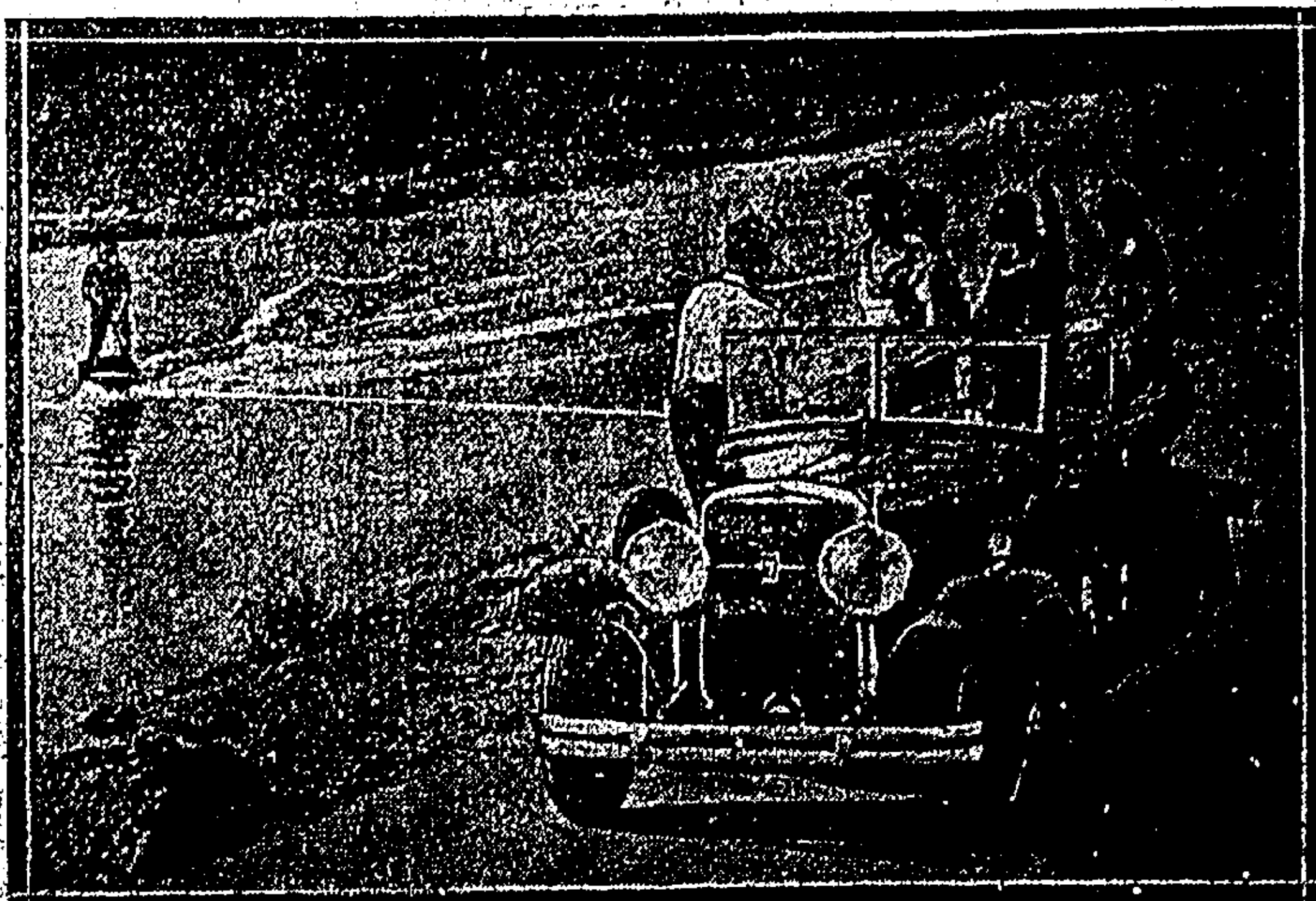
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SOMETHING NEW IN WATER SPORTS



Lack of waves does not detract from the thrill of aqua-planing for this water speedster who uses a Cadillac for motive power near Miami, Florida.

SEND IT HOME.
MENTAL TONIC
"OVERLAND CHINA MAIL"
CREAM OF THE WEEK'S NEWS
FREE ILLUSTRATED SUPPLEMENT.
READY TO-MORROW
25 Cents. 25 Cents.

The China Mail

Thursday, June 12, 1930.
Fifth Moon, 16th Day.

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中華民國庚午年五月十六日

HONG KONG, THURSDAY, JUNE 12, 1930.

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"DIOMED" Sails 24th June M'los, L'don, F'ham, & Hamburg
"HECTOR" Sails 30th June M'los, L'don, F'ham, & Glasgow

LIVERPOOL SERVICE.

"TETHEUS" Sails 20th June (G'cos, Havre, L'pool & G'cos)
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(via KOBE & YOKOHAMA.)
"TALTHYBIUS" Sails 16th June Victoria, Vancouver & Seattle
"IXION" Sails 10th July Victoria, Vancouver & Seattle

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"HECTOR" Sails 9th July at daylight For S'pore, Mar. & L'don
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Agents.

BOMBS PERSUADE TRIBESMEN.

BRITISH AIR RECONNOITRE HAS A GOOD EFFECT.

SITUATION NORMAL.

Peshawar, Yesterday.
Successful air action was taken this morning against the positions occupied by the Haji of Turangzai's force and other tribesmen on the Mohmand border. Certain headmen made overtures for a council. The Haji's force is reported to have been considerably decreased by desertions.

Poona, Yesterday.
Military lorries, escorted by men of the Ulster Regiment, have arrived from Sholapur, indicating that the position there is rapidly becoming normal.—Reuter.

Atrocities Repudiated.

Bombay, Yesterday.
Alleged atrocities by the police at Dharasana are repudiated in a long official communique, which quotes the Deputy Inspector General of Police, who denies that serious casualties were inflicted.

He says a good deal of shaming was indulged in by the raiders. The latter lay down when they encountered the police in the prohibited area. Most of them obeyed when ordered to go, but some were obstinate and received a moderate beating with staves.

The communique comments on the "decidedly unorthodox use" of

SPEED BOAT RECORD.

Sir H. Segrave's Speed of 109 Miles an Hour.

"AMAZING PERFORMANCE."

Rugby, Yesterday.
It was revealed to-day that in an unofficial trial of the speed boat Miss England II, last night on Lake Windermere Sir Henry Segrave covered a measured mile at a speed of 109.8 miles an hour. This is 17 miles above the present speed record. It cannot, of course, be accepted for record purposes, because timekeepers were not officially present, but Sir Henry Segrave said, "We have verified the speed. I now know that Miss England will do 120 miles an hour on a full throttle." All arrangements are now ready for the actual attempt. A new propeller is on the way to replace the one damaged in last night's trial.—British Wireless Service.

the Red Cross, and says that in one case twenty-five Red Cross attendants accompanied fifty salt raiders. The former were seen to discard their Red Cross badges when they achieved a position near the salt works.—Reuter.

R.M.S.P. CO.'S AFFAIRS CAUSE A FLUTTER.

HEAVY DECLINE IN PROFITS DISCLOSED.

NO DIVIDENDS PAID.

London, Yesterday.
The City is discussing with some consternation the affairs of the Royal Mail Steam Packet Company. It will be recalled that in December of last year the Company decided not to pay dividends. A dramatic climax has followed this shock to shareholders. The report for the meeting to be held on June 16 has been issued. It shows that the Company suffered a heavy decline in profits in 1929. The Directors contemplate transferring £300,000 from insurance reserve.

Enquiry To Be Made.
To-night the Company announced that a Committee, consisting of prominent bankers, is to be appointed to confer with its directors and the directorates of its various subsidiary companies on matters connected with the management, administration, and finance.

Sir William Plender, Chairman of the Trade Facilities Act Advisory Committee, will consult with the Committee, which will retain office at least until December, 1931. Mr. Walter Runciman, M.P. (Liberal) a former President of the Board of Trade, has also been invited to join.

The arrangements of the Board, in the meantime, will be made with the bankers and the discount houses will continue communication.—Reuter.

NEW SUBMARINES.

Three of the "R" Class Launched at Barrow.

TOTAL OF 74

London, Yesterday.
Three submarines, the Regent, Rover, and Regulus, were launched to-day by Messrs. Vickers Armstrong's yard at Barrow for the British Admiralty. Since the War, 24 submarines have been constructed by Britain, as well as two for Australia. The British Navy has a total of 74 submarines.

—Reuter.
[The new submarines of the "O" class have a surface displacement of 1,540 tons, and a submerged displacement of 2,030 tons. The surface horse power is 3,000, giving a speed of 15½ knots; the submerged horse power is 1,350, giving a speed of 9 knots. They are thus the slowest submarines new building. They are armed with one 4-in. gun, and one small weapon, and carry eight torpedo tubes. The first six boats of this class they will be followed by six boats of the later "P" class as they are completed. All the "L" class submarines were withdrawn from the China station, and the new submarine depot ship Midway, which is fitted with Diesel engines of the Maschinenfabrik Augsburg-Nürnberg type (known as M.A.N.) recently replaced the Ambrose.]

ADVERSE TRADE. Balance Five Millions to the Bad.

IDLE LIST BIGGER.

London, Yesterday.
Britain's adverse trade balance last month was over £5,000,000 greater than May last year. Unemployment last week increased by 5,000 to 1,775,000.

These facts are given prominence by the newspapers, who express alarm at the German wage reductions, but that the economic situation in Germany is in no wise rosier is revealed in a Berlin cablegram estimating the total unemployed at 2,637,000, an increase of 1,250,000 compared with last year, while the fiercest opposition to the wage cuts is voiced by Vorwärts, foreshadowing very serious labour disputes in the near future.—Reuter.

The Bird: Are you superstitious? The Fish: I am about some things. For instance, with our family, Friday's fish always has been considered an unlucky day.

"Bye and Bye Hard Time Came A-Knocking"



Joys and Sorrows of the Folk of the Foot-Lights! You'll Love Them All!

Good Time Charley

HELENE COSTELLO
WARNER OLAND...CLYDE COOK

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Nathan Road, Kowloon.



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Commencing SATURDAY, June 14th.

FOR OUR GRAND OPENING

We are pleased to announce the First Showing in South China.



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The Love Parade

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JEANETTE MACDONALD
LUPINO LAKE LILLIAN ROTH

A SUPER-PRODUCTION AT POPULAR PRICES.

Time and Prices.

At 2.15 p.m. \$1.00, 70 Cts. & 50 Cts.

At 5.15 & 7.15 p.m. \$1.20, 80 Cts. & 60 Cts.

At 9.15 \$1.50, \$1.00, & 70 Cts.

Servicemen 50 Cts. to all Shows.

Bookings at Anderson Music Store and at the Theatre (Telephone 25720).

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A COMEDY KNOCKOUT!
The all singing, talking, dancing laugh hit of the year sparkling with crackling wit, whirlwind action, girls, love and prize fights.

JOSEPH M. SCHENCK
FANNIE BRICE
BE YOURSELF!
ROBERT ARMSTRONG & HARRY GREEN
DIRECTED BY THORNTON FREELAND
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VINCENT LOPES	International Rugby Spectacular Fire Kaye Don's Racer at Daytona	Charlie Chase in "GREAT GOBS"

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THE WIND
starring **LILLIAN GISH**
AT THE **STAR** TO-DAY TO SATURDAY AT 5.30 & 9.20.

AL JOLSON'S SUPREME TRIUMPH!
"The JAZZ SINGER"
Starring **AL JOLSON**
with MAY McAVOY
AT THE **WORLD** TO-DAY TO SATURDAY At 2.30 & 7.15 Interpreter At 5.15 & 9.20 Orchestra

QUEEN'S NEXT CHANGE
WILLIAM FOX presents **SALUTE**
with GEORGE O'BRIEN HELEN CHANDLER
Directed by JOHN FORD
ALL TALKING Musicals